MEMPHIS APPEAL

SATURDAY MORNING, SEP. 6, 1873.

The Daily Appeal has a larger circulation than all the other Memphis daily papers combined.

CRIME IN NEW YORK.

The people of New York can with truth exclaim, "Hell is empty, and the devils are here." Gotham is surely beset with vice, crimes and corruptions. As fast as one villainy is exposed, another more atrocious is unearthed. There seems to be a rivalry between Brooklyn and the city of New York as to which can reveal the most stupendous frauds. We have before us the *World* and the *Tribune* of the twenty-second instant, and their exposures of crime have more the appearance of fiction than reality. They give column after column, with sensational headings, about murder, defalcation, forgery, robbery, plundering, and stealing. Thus far the partial examination of the accounts of a single Brooklyn bank has shown defalcations in four accounts, as follows:

Fire department fund	$ 8,000 00
Board of education fund	30,000 00
Sinking fund	60,000 00
City treasurer's deposits	99,970 11

It would require a column of the APPEAL to enumerate the many crimes reported by the New York newspapers. The country is not surprised at this, for, since none of the Tammany thieves have been punished, robbery may be considered a licensed institution in New York. Under the lead of Tweed, the New York city government was, for several years past, in the hands of the most corrupt and unscrupulous set of men that ever before, in any civilized community, obtained possession of political power and got control of the public funds. They reduced fraud and robbery to a system, carefully and ingeniously made to reach every department of municipal affairs, and every person whose connivance was, or might be, necessary to its successful operation, thus creating a close corporation for the single purpose of preying upon the people, and dividing the plunder by fixed percentages among the copartners. These men robbed the city, and divided among themselves not less than thirty millions of dollars. Their dividends were in shares ranging from millions down to hundreds of dollars, according to the influence of the persons who had it in their power to control and manage the disposition of funds, or whose positions made it indispensable that they should know of that disposition, and whose silence had to be purchased. The official positions which it was necessary first to occupy, that this system might be established and put into successful operation, were public offices in the gift of the people. The men who obtained possession of them belonged to the Democratic party, and were regularly nominated and chosen by Democratic votes. Whenever it was requisite that they should have accomplices among Republicans they bought them for a price. Having thus got possession of official power, they used it for years to enrich themselves by robbing the people. Against these enormous villainies and the system by which they were perpetrated, many of the reflecting and honest men of the community arrayed themselves. The evil of municipal misgovernment and corruption had grown to such gigantic proportions that either it must be destroyed or the city would soon become a place in which a decent or an honest man could no longer live, except by the sufferance of the most unmitigated scoundrels and submission to the most barefaced stealing. But it is a notable fact that not one of the men who so monstrously enriched themselves at the expense of the people have ever, by any legal proceedings, been either compelled to disgorge a single dollar of this enormous theft, or punished for the act. Why this is so we do not pretend to explain, for we do not in the least know. If it is to be accounted for on the proverbial slowness of the law, then the procrastination is without precedent, and the apprehension is getting to be a very common one that it is to be indefinite. It is useless for the New York press to expose corruption, and to talk of honesty and the necessity of punishing crime, so long as Tweed and his infamous gang were permitted to revel in their stolen wealth. New York has already dug more snakes than she can kill. It is useless to hunt for new thieves while the old ones are on hand. Had Tweed and his conspirators been hurried off to the penitentiary, the New York press would be spared of many of the exposures which now fill their columns.

EDITORIAL "BALAAM."

The printers have a term, "Balaam," which applies to standing matter kept in type to fill out columns and to serve on convenient occasions, but which is not used when there is more important news to be had. The country press used to deal very largely in "balaam," as it was economical where readers were not too curious, and it was to this fact that the standing articles about "Washington's Body Servant," "Captain Kidd's Treasure," and the "Monstrous Birth" made their regular reappearance. Many of the small newspaper editors of the present day deal in "balaam," but they have it set up in the shape of an editorial abusing a contemporary. When the times are dull and editorials scarce, this editorial "balaam" makes its appearance. If they see the cotemporary, at which they have so often hurled this "balaam" article, prosperous, their caroding envy drives them to seek consolation in "balaam," and the stereotyped editorial, battered and defaced by repeated use, is again placed on duty. The progressive newspapers in every part of the country have an inexpressible contempt for these little peddlers in editorial "balaam." We published on Wednesday what the New York *Tribune* said about these little fellows, and that great paper kicks them again in the following vigorous style: "It is a fact which needs no demonstration, we suppose, that well-bred and cultivated people are not fond of listening to their neighbors' quarrels. We wish we could say that there was no danger of stumbling across a column of personal squabbling in any New York paper. We can say there is no such danger in the *Tribune*. We have no time for vituperating our cotemporaries; we prefer to answer their ceaseless hostile challenges by giving our readers more news and better reading matter than they can furnish. We find this eminently profitable. It is not of the least consequence to an intelligent reader what two New York editors think of each other. It is of consequence to him to know that the Brooklyn trust company is insolvent, that a new Indian war has broken out on the Yellowstone, that a new planet has been discovered, that a new school of natural history has been founded by Agassiz. The fact that these things always appear first in the *Tribune*, compensates its readers for our neglect to inform them of our private opinion of a few gentlemen in our neighborhood, who are managing newspapers upon a different principle. We have no hesitation in saying that we think the success of our course is equally creditable to the *Tribune* and its readers. We have gained and retained a very large circulation among the very best people of New York and out of it. Our advertising columns show that the public at large recognize this fact, and come to the *Tribune* when they wish to reach cultured and self-respecting people. To descend to details, the best boarding-houses are to be found by consulting our columns; the best sort of domestic servants; the names of the most reputable tradesmen and the safest securities. We should never think of publishing a newspaper for the benefit of any exclusive class. But while we intend to keep the *Tribune* as it is, the best newspaper for all classes and conditions, we are glad to know and to let our friends know that it has become indispensable to reading and thinking people, as a source of information for themselves and a means of communication with the public."

SOUTHERN POLITICS.

If the APPEAL interprets right the sentiments of the southern people, it understands them as declaring that mere party issues have lost their interest, and that in their great anxiety to break up the credit mobilier rings, the custom-house rings, the statehouse rings, the railroad rings, to check stealing from the treasury, and to expel from office corruptionists of every description. It makes very little difference, just now, whether patriots and honest men call themselves Democrats, Conservatives or Liberals, so they succeed in purifying the government, and removing every obstacle to the prosperity of the country, to the accumulation of wealth, and its general diffusion among the masses, and to the spread of knowledge and refinement, which always follow in the train of universal prosperity, and a government honestly and economically administered. We shall not here stop to inquire under what name these great objects can be achieved. We prefer the name of Democrat to all others, but if our friends think the end can be more certainly attained by some other party nomenclature, we are ready to co-operate with them. Time alone will decide party names, but in the meantime honest men, who look to the material interests of the country, should plead for harmony and eschew everything calculated to excite the public mind, to inflame passion, to produce discord and engender sectional animosity. The southern people would rejoice if President Grant would give them an opportunity to support his administration. But they see the freedom of elections restrained by executive patronage in the shape of federal contracts, political favorites fraudulently obtaining the rewards of party services, and in every ramification of the government extravagances and corruptions until the public mind, habituated by these abuses, has become in a great degree demoralized. No considerations of the public peace, of fraternal concord, the happiness and prosperity of the country, interpose any restraint to those who in their lust for office, are gambling with the liberties of the people. We hope the honest Conservative masses will soon find a path of safety; a party inaugurated upon the constitution, pledged to suppress sectional hatreds; pledged to respect the constitution and to observe the rights of the States; pledged to administer the powers of the government as sacred trusts, and guard them from abuse; pledged within the just limits of the granted powers to encourage all the great interest of the country, without regard to section; pledged to restrain the encroachments of the executive power; pledged to economy and reform of abuses; pledged to purge every department of those corruptions that deform and disgrace them; pledged to redeem the country from that base and corrupt practice that deals with the emoluments of office as the spoils of victory; and, in a word, pledged to administer the government in the spirit of the constitution, and with a view to the prosperity and happiness of the whole country. Those are the sentiments of the southern people, and to attain the objects desired, they will fight under any party name, and recognize as friends, brothers and patriots all who co-operate with them.

MR. E. JUSSEN, of Chicago, in a communication to the *Tribune*, summarizes the law and usages of Germany in regard to the liability of railways: The special act of the diet of June 7, 1871, provides that "if a person is killed, or receives bodily injury, through the management of a railroad, the railroad is liable for damages accruing, unless it can show affirmatively that the accident happened by the act of God, or through the negligence of the killed or injured person." The effect of this law, as interpreted by the preamble thereto, and the discussion of its provisions is thus set forth. It applies to all railways, whether propelled by horses or steam; every injury which impairs the health of the person calls for damages, though this injury be only physical, caused by fright and terror at the time of the accident; the prosecution need only prove the accident, and the fact of the injury or killing at the time of the accident, and is not required to show due care on the part of the party injured or killed, nor negligence on the part of the management of the railroad. There are only two facts a limissible in defense on the part of the railway, viz: that the accident happened through *vis major* (act of God), or through the negligence of the person injured or killed. In all other cases the company or management is unconditionally liable.

KELLAR'S ACCOMPLICE.

The Victim of Judge Lynch at La Cygne, Not Alone Guilty of Murder.

The Authorities on the Track of his "Help"—Other Interesting Particulars.

From the Kansas City Times, 2d.)

There appears to be some doubts in the minds of many of the people of Linn county, Kansas, as to the entire responsibility of Keller for the murder of Mrs. Boyd, her two children and his own wife; and if the threat of circumstances now being unraveled leads to anything, it will be to the arrest of an accomplice of the German who was hung by the mob at La Cygne. From Mr. Ormsby Way, deputy sheriff, who was overtaken by the lynchers while endeavoring to take Keller to Paola, additional information has been obtained, which, if verified, will dispel the mystery at present enshrouding the murder of the four sleeping innocents. It will be remembered by those who read the details of the hanging of Keller, that he stubbornly refused to confess his guilt, and even a minute before the wagon began to move from beneath his feet, he repeated his denial, saying to the husband of the murdered Boyd family when he placed the rope upon his neck, "You have got the wrong man." Circumstances which have transpired since the execution lead many of the more intelligent people of Linn county to believe that Keller was not alone on the night of the butchery. These suspicions have almost become verified, and through the efforts of detectives it is thought that the clue to the secret will be exposed, and the accomplice discovered. Mr. Way states that while he rode with Keller, and before the lynchers came up with them, the old man acted as gentle as a child, and although he confessed to burning the house, repeatedly denied having a hand in the murder; but beyond this brief confession and denial he would not say more concerning the tragedy. The change in Mr. Keller's deportment Mr. Way attributes to the conduct of one of the mob, who being a personal enemy of Keller's pursued him with the tenacity of purpose of a bloodhound. When this man came up with Keller crouching in the brush, with chains upon hands and feet, he jumped upon him and beat and kicked him in a brutal manner. It was then that all the stolid ferocity of the old German manifested itself. His blood seemed to boil in his veins, while a white foam appeared at his lips, so powerful was his rage and passion. From that moment to the time he swung from the wagon his manner seemed changed. He became indifferent to his fate, and refused to confess or to explain aught done on the night of the butchery. To Mr. Gore, of the La Cygne *Journal*, he, in answer to questions concerning the footprints at the creek, said he had been there to water stock, and another time, that he had been to a neighbor's, a German's, to steal apples in the night. But concerning the murder he would say nothing. It now transpires that he did have help in this hellish deed, and that there is some reasonable probability of this "help" being discovered and brought to punishment. But while there can be no doubt as to Keller being the man who burned down the house, there seems to be a growing doubt as to his being the only person implicated in the murder.

Maramon Dead.

Everybody who lived in Kentucky during the terrible war time will remember Bill Maramon, who was one of the most dashing guerillas of his day, and, it is said, attained a high degree of popularity for his great bravery among his dare-devil companions. His death occurred at the residence of Mr. John Nichols, four miles west of Bardstown, on Monday. He was stricken with cholera, and after a short but painful suffering death ensued. Since the war he had been engaged in farming and cattle raising in Nelson county, and we learn, had been quite successful in all he undertook. He was about thirty-one years of age.—*Louisville Courier-Journal.*

IOWA DEMOCRACY DEAD.

Address of the Chairman of the Democratic State Central Committee.

The Anti-Monopolist Ticket to be Voted by the Party.

IOWA CITY, September 1.—Mr. Irish, chairman of the Democratic State central committee will to-morrow issue the following address, ordered by the committee:

To the Iowa Democracy:

Year after year the treasury of Iowa is plundered and the State's honor defiled by the party in power. Year after year elections are carried upon promises which are broken before the ballots are counted, and so bold have the depredations upon popular rights and public money become, that they do not fear to place upon their tickets men, who have, under oath, confessed to a betrayal of their trust and an abuse of their position. Robbed thus on the one hand by their own servants, the people find themselves under a State government which appears to exist only to subserve the plundering schemes of monopoly corporations, who, by alternate blandishment and threat, hold the local judiciary in the hollows of their hands, while the legislative and executive functions are at their behest to fetch and carry at their call. The patronage of this evil system has drawn within its control a fellowing which, in turn, projects conscious and visible influence into the ranks of both political parties, so that it is undeniable that they have both, measured by the depth of their respective responsibility, forfeited the confidence of the people. Your committee, having observed indications of a popular uprising amidst these outrages, deemed it unwise to call a State convention of the Democracy, rather preferring to await the fusion of elements in an independent convention before it should communicate with its constituency. The free convention at Des Moines has been held. It appears to us to promise a strong following, which will more nearly equalize the political forces of the State. There must be an opposition party in Iowa. If this be not the Democratic party it must be another party, and if it be not another, it must be the Democratic party. We deem it wise counsel, then, when we advise the Democracy of Ohio that the anti-monopoly platform contains the germinal theories of Democracy, and promises remedies for the evils herein named, which the Democratic party has proven powerless to correct. Whether the new organization shall render necessary the continued existence of the Democratic party depends upon the strength it can develop. Believing that its purposes are right, and that its triumph will secure for the people every good desired by a patriot, we counsel its active support by all Democrats who see in the partnership of the leaders of the two parties in congress, in measures of fraud and plunder, an indication that the deathless principles of Jefferson may reach the people through a purer channel and cleaner hands.

A POPULAR MOVE.

Premier Gladstone Preparing for the Abolition of the Income Tax.

Relief for the Middle Classes and Perpetuation of the Liberal Ministry.

Mr. Gladstone will not dissolve parliament this year; at the beginning of the next session, in February, this great finance minister, in his capacity as chancellor of the exchequer, will come forward with a "budget" of the most striking and pleasing nature; in the midst of the surprise and pleasure thus created parliament will be dissolved; and Mr. Gladstone will "go to the country" with all the eclat thus created, and with the certainty, as he and his lieutenants believe, of entirely checking the Tory reaction by this *coup d'etat*, and of finding in the new parliament a sufficiently large working majority of his supporters. The great feature in the new budget which is to work these wonders is the repeal of the income tax—the tax most disliked and most onerous of any that Englishmen have to bear. This year, at four pence in the pound, the income-tax produced about four million pounds; at six pence in the pound, two years ago, it produced something more than six million pounds. To sweep this vexatious, inquisitorial and burdensome impost away would undoubtedly be the most popular act that any government could propose; and there can be no question but that this stroke on Mr. Gladstone's part will go very far toward making the people forgive, if not forget, all the grievances which they have suffered at the hands of other members of the liberal government. The cry will be, "Gladstone and no income tax!" and nothing could be more popular. This tax presses most heavily upon the poorer members of the middle classes—men with incomes of from four hundred to one thousand or fifteen hundred pounds—a class very large in England, and a class who yearly find it more and more difficult to make both ends meet. To abolish the tax is simply to make a present of from six to twenty-five pounds to each of these families; and no class of people need such relief more, or will prise it more highly. Then it will be easy to say that all the blunders of the government during the last two or three years have been due to subordinates, and not to the chief; and even the licensed victuallers, who have been most injured, and whose influence has carried most of the recent elections against the government, will be mollified in favor of a minister who puts money in their pockets in this handsome manner. There is much life and wisdom in Mr. Gladstone yet. His party, at the close of the late session, was discredited everywhere, demoralized and dispirited; and it seemed as if nothing could prevent a conservative government coming into power. It was clear that something extraordinary must be done to save the party from ruin. Mr. Gladstone has devised this something, and it is very probable it will succeed.

COSTLY ACCIDENT.

A Locomotive and Seven Cars Smashed Into Total Wreck.

From the Hartsville Union and American.)

Early yesterday morning an accident occurred on the railroad-trestle at the foot of Spruce street, by which an engine and three cars were precipitated to the ground, a distance of twenty-five or thirty feet. Fortunately no one was hurt, although it was reported at first that both fireman and engineer were killed. It seems that switch-engine 205 was taking a long train of thirty-three cars across the trestle, and a number of these empty cars were detached from the others and pushed beyond the junction of the two trestles, as the conductor supposed, but in this he was mistaken, as these cars were standing across the junction of the two tracks, which came together at a high point in the trestle, in the shape of a "T;" and they were left in this position. Engine No. 7, from the Nashville and Decatur division, came along with a heavy train, and the engineer blew the whistle for down-brakes the moment he came around the corner and saw the cars on the track, but as there is quite a descending grade at this point, he was unable to stop his train, the result being that his train, consisting of nineteen cars, ran into the eleven cars standing on the track, and locomotive No. 7 and seven freight-cars were thrown from the trestle, smashing them into a total wreck. The engineer and fireman, seeing that a collision could not be avoided, jumped from the engine and lighted upon a narrow platform which had been constructed at one side of the track for the use of the flagman. The causes leading to the accident will be thoroughly investigated. The cars and engine belonged to the Louisville and Nashville road, the officials or employes of the Nashville and Chattanooga road being in no way responsible for the accident.

Death of an Old Showman.

In Bardstown, Kentucky, last Saturday, Joseph Rutledge, once a prosperous circus manager, died of cholera. The old circus firm was Rutledge & Riley, and their establishment will be remembered by frequenters of such places. Of late years the world had gone hard with the old showman, and at the time of his death he was exhibiting a little-show at the Bardstown fair, the grim monster finding him penniless and broken. After his death, which occurred only a few hours after the first attack, Messrs. Moore and Powers, of this city, who had known him in better days, headed a subscription to provide for his decent burial, placed the body in a fine metalic coffin, and deposited in their last resting place the fast decomposing remains. He was buried at eleven o'clock at night, Rev. G. W. Lyons officiating at the grave.—*Louisville Courier-Journal.*

A Nice Question.

A nice question has arisen in one of the New York courts, involving the validity of the lease made by the Atlantic and Pacific company of the road from Franklin to St. Louis. Dinsmore, a stockholder, seeks an injunction against the company on the ground that the act incorporating the company designates the route as running from Franklin directly west. The company claims that it is assignee by purchase of the South Pacific of Missouri, its franchises and rights, which authorize them to construct a road from Franklin to St. Louis, and that a right to construct means the right to purchase. Conceding this, which is not altogether clear, another question arises as to the predicament in which this sale leaves the St. Louis and Kansas City line.—*St. Louis Republican.*

ILLINOIS RAILROADS.

Report of the Railroad and Warehouse Commissioners—Important Document.

Abstract of their Tariff for Passengers and Freight—Will it Hold with Roads Outside the State?

From the St. Louis Democrat.)

SPRINGFIELD, September 3.—The railroad and warehouse commissioners finished their classification establishing freight rates on all the railroads in the State, and also fixing the passenger rates on the Toledo, Wabash and Western railroad, and all its branches, and other roads of that class, at three cents per mile, and half-price for children under twelve years.

THE ACT

of the second of May, 1873, requires the board of railroad and warehouse commissioners to prepare reasonable maximum rates of charges for the transportation of passengers and freights over each of the railroads of this State. These schedules, on and after the fifteenth of January, 1874, become *prima facie* evidence of reasonable charges. The commissioners are instructed and empowered by statute law to prosecute for violations of common law and statutory provisions against extortionate rates, and against unjust discriminations. Anything above the rates prepared by the commissioners will be taken by them to be extortionate, and their official conduct in the commencing of suits will be governed thereby. As the law establishes reasonable maximum rates, it is supposed that the railroad companies will find no difficulty in coming within its provisions if they are so disposed. In fact, some of the rates therein are higher than some regular rates given by companies before the passage of the law. It is, however, in the main, a great reduction on the rates given out by the companies on the first of July. The rates on short distances are not reduced as much as the rates from fifty to two hundred and fifty miles. They equal the rates of the Illinois Central railroad company between four and five hundred miles. The commissioners also eliminated what appeared to them to be unjust discrimination in the tariff sheets issued by the companies. The general principle of the freight tariffs is uniform rates, increasing in a variable but always decreasing ratio to the distance.

Many ridiculous statements have been made, on the supposition that this law, or the principle of uniform rate, necessitated that the increase therein should be in direct ratio to the distance; that the tariff for two hundred miles must be exactly twice that of one hundred. And this mistake, also, has led to many misinterpretations of the commissioners' interpretation of the law in the matter of inter-State traffic. The law contemplates, without doubt, different and differing tariffs for each of the companies. But the commissioners are of the opinion that the tariff should be the same for the following roads: Toledo, Wabash and Western; Chicago and Alton; Chicago, Burlington and Quincy; Chicago, Rock Island and Pacific; Chicago and Northwestern; Illinois Central; Ohio and Mississippi; Indianapolis and St. Louis; Terre Haute, Indianapolis and St. Louis; Alton and Terre Haute. The tariff, of which I give a synopsis below, is the first one issued, and applies to the Toledo, Wabash and Western railroad company. The same tariff will apply, however, as far as it goes to the above named roads. The law requires that reasonable maximum

PASSENGER RATES

be also fixed by the commissioners. This they have done by adopting for the above-named railroads a uniform rate of three cents per mile. The act of 1872, classifying the roads into four classes, on the basis of their gross earnings, and limiting the charges thereof severally to two and a half, three, four and five cents per mile, is still in force, and the companies will be classified accordingly by the commissioners, on the basis of the reports made (and to be made) to them on the first instant. The classification depends upon the gross earnings being more than ten, eight, four, or less than four, thousand dollars per mile for the year ending on the thirtieth of January, 1873.

THE CLASSIFICATION OF FREIGHTS,

adopted by the board is essentially the classification as published by the Chicago and Alton railroad company on July 1st, 1863, and, with the exception of adding a few classes, it is the classification of freights as used by the trunk lines.

The responsibility of leakage, damage, or loss is left with the companies, and the matter of estimated weights eliminated. The tariff on very valuable live stock (as stallions, four thousand pounds) used to be made by a high estimate of weight. This is done away with in the commissioners' schedules, and in some cases the rates raised to correspond. There were some inconsistencies in the classification of the companies that are corrected, and would have been by the companies probably, had their attention been called thereto, such as putting millinery and hand-boxes in the same class with solid, heavy, compact machinery. All freight must be billed at actual weight, twenty thousand pounds making a car-load. The schedule as issued is what is called a distance-tariff for every mile.

INTER-STATE TRANSPORTATION.

From the Quincy Whig.)

From this incontrovertible reasoning [decision of the United States supreme court], it is impossible to escape, and it becomes a question of deep interest whether the principle applies to our new railroad law and rulings under it in this State. If the increased rate imposed on freight passing through this to other States in consequence of the construction of the new law by the railroad commissioners may be considered, in any sense, a tax or duty, the principle unquestionably applies. Again, it may be doubted whether a State has a right to so legislate as to impair contracts made in other States and only partially executed in this. It is not questioned that State has the power to legislate on commerce within its own borders; but the control of a large number of roads, either extending into other States or having connections that do so—some of them in their combinations reaching across the continent—is a question too vast and affected by too many contingencies to be managed by a single, or even all the States acting separately, but can only be reached by national legislation. For these and other reasons it is believed there can be no true solution of the problem of railroad control until congress shall address itself to the subject.

THE ILLINOIS LAW AND INTER-STATE COMMERCE.

The Missouri Republican.)

The application of the law to freight carried across the State, and brought from or carried to other States, has revealed another impracticable feature which will hasten its repeal. Illinois has the good or ill fortune to be between other States, and to be connected with them by railroads, so that any legislation in Illinois must be considered in its effects upon the adjoining States. The Illinois law was intended exclusively for the protection of the people of that State against discriminating charges; but the commissioners have deemed it their duty to apply it to outside commerce. Thus they have decided that the short distance which outside freight may travel in Illinois must govern the charges on it. It is about seven hundred miles from Chicago to Cairo by the Illinois Central railway, and it is about the same distance from Toledo through Chicago to a point on the Illinois Central thirty miles south of Chicago. The decision substantially declares that the rates from Toledo to a point thirty miles inside Illinois shall not be less than the freight rates from Chicago to Cairo. It will be granted that the commissioners have a right to fix the rate for the thirty miles in Illinois, but what right have they to fix the rates for the six hundred and seventy miles in Ohio, Michigan and Indiana? This is precisely what they assume to do. They declare not only that the freight shall not be carried a long distance at the same rate as for a short distance in Illinois, but that this shall not be done in other States. If this regulation could be rigorously enforced in the other States between Illinois and the Atlantic, it would treble the rates between New York or Boston and the interior of Illinois, and render it impossible to ship Illinois produce to the seaboard. But it cannot be maintained even in Illinois; it is an interference with commerce between the States, and cannot stand the test of a judicial decision.

Colored Societies.

Last week we copied from the Jackson *Whig and Tribune* an article concerning the organization of secret societies among the negroes of West Tennessee with a view to regulate the division and prices of labor. The *Whig and Tribune* of August 30th, says: "The colored preachers of the Methodist order, and several of their most influential church members in this city, are greatly exercised at our article last week relative to the colored labor society recently organized in this county and city. Our article contained no denominational or personal charges, and although the persons referred to may be innocent of all connection with the society, it is none the less a fact that such a society does exist, and for the purposes explained by us. We have ample proof that the society mentioned does exist, and further, that it will do its utmost to accomplish the end mentioned by us last week. Time will vindicate the truth of our statement."

LOVE ON LANDER HILL.

A Hot Tobacco Pipe and Gunpowder Won't Stay in the Same Pocket.

A festive youth, who performs his daily avocation in the mines Lander Hill, thought he would take home a little blasting-powder the other day; it might come handy to split an obstinate log he had at home. When he started to his humble cabin in the evening he wrapped a few ounces carefully in several thicknesses of paper and placed it in his pocket. When he got home he got to thinking how long it would be before he a crushing; and then he thought what a nice perfume that handkerchief extract that he bought last Sunday had, and said within himself that a miner's life was hard and uncertain. He thought that he ought to call on that Smithers girl tonight. He thought of everything but that powder in the pocket of his coat. After supper he concluded to drop in and see that Smithers girl. He got his neck-tie in proper shape; his handkerchief was perfumed like unto a new-blown rose; one oiled lock hung gracefully down on his forehead, and he started for the domicile of his sweetness. This young man is coloring a meerschaum, but his girl detests the horrid smoke; so when he got to the door he knocked the bowl of his meerschaum on his manly heel, and put it in his pocket. Of course he didn't intend to put it in the same pocket with the powder. His affinity met him at the door with a sweet smile on her beauteous countenance, welcomed him to her paternal mansion, and invited him into the parlor and to a seat on the sofa. They were engaged in conversation. He asked her if it wasn't a beautiful evening, and then she inquired how he liked the dress Miss Brown wore at church last Sunday. He said he didn't like it a bit, and she remarked that Miss Brown was a stuck-up thing, any how; and all this time the pipe was insidiously burning its way through that paper; he agreed that Miss Brown was somewhat stuck-up, and said may be we'll strike it pretty soon, and then you'll see who'd wear plug hats. She told him she thought plug hats were becoming, and then he was going to tell her he adored her; that she was the darling of his soul, and that all his happiness was centered in her No. 7 boots. But he was interrupted. He arose from the floor, and inquired if the lightning had struck anybody else, and remarked something about the Virginia explosion being a warning to the people not to keep nitro-glycerine in their houses. Then he took off his coat. He said it was an old coat, and de didn't want it no how. His Pa's father suggested this wasn't Fourth of July, and if he wanted to set off fireworks he ought to go up on the hill and do it. Then the young man said it was getting late and he guessed he'd go home, and suggested that he would send a man around to-morrow to fix the sofa. He says now that he ain't going to call on that Smithers gal any more; she's too too lightened, and thinks herself too good for a miner, anyhow.—*California Paper.*

FEARFUL FALL.

A Man Goes Nine Hundred Feet Down a Mine Shaft and is Mashed to Atoms.

The Virginia *Enterprise* tells that last week Maurice P. Cahill, a carman employed at the Chollar-Postal mine, was accidentally precipitated into the main shaft, and falling a distance of eight hundred and ninety feet was instantly killed. We copy: "It appears that Cahill was at a tunnel which connects with the main shaft at a depth of forty feet below the surface, where ore cars are received and run out of the mine to the dump. He had just taken a full car off the cage and run it back a short distance out of the way, when he proceeded to run an empty car back and and place it upon the cage. But in the meantime, unknown to him, the cage had been hoisted toward the surface, and the car he was pushing pitched into the shaft, drawing him after it to his death.

As the empty cage came to the surface, the foreman, who was at the mouth of the shaft, heard a rumbling as of something falling below, and remarked that a car must have gone down the shaft. An immediate examination was made, which resulted in the discovery that Cahill had been jerked into the shaft, as has been stated. Signs of his terrible descent were seen on the sides of the shaft and at the bottom. In the sump or well were found portions of the shattered car; but the body of the unfortunate man had sunk to the bottom of the water in the sump. By the use of grappling irons the body, mangled almost out of all semblance to a man, was at last secured and brought to the top of the sump. The whole top of the head was crushed down to a level with the under jaw, leaving scarcely the shape of the face of head above. Both legs were broken and mangled, as were both arms, and in fact every bone in his body, presenting to the view one of the most sickening sights imaginable. So torn and ragged was the body, that it was necessary to wrap it up in a blanket and lash it to a piece of plank in order to hoist it to the surface. In falling he seemed to have been dashed from side to side of the shaft, striking against the timbers now on this side, now on that, and tearing all the clothing from his person. Shreds of his clothing are found sticking to the shaft timbers in several places. In one place, one of his gloves was found lying on a timber, and in another place hung a piece of one of his socks, containing a toe that had been torn from the foot. The pump brought up bloody water for a considerable time after the accident, showing that the whole contents of the sump had been crimsoned.

RELIGIOUS.

Southern Methodist Conference and Christian Convention—Sunday-school Convention Called.

LEXINGTON, September 3.—The conference of the Methodist Episcopal Church South convened here to-day, Bishop McTyeire presiding. But little other than the regular business of enrollment was transacted. Rev. Mr. McFerran, of Nashville, Tennessee, presented an annual circular in regard to Sunday-school work. Referred to the convention.

The annual State meeting of the Christian church convened here yesterday, and has since been presented with sundry reports. The first and second day's proceedings were of little interest. The morning session was consumed in a discussion on the propriety of creating a State Sunday-school organization, and the measure was finally adopted, and the first State Sunday-school convention ever held convened in Paris on Tuesday, November 4th, 1873. The report of the committee recommending the appointment of agents to solicit subscriptions to the missionary fund was pro and con for the meeting adjourned before any action was taken on it. Adjourned to nine o'clock to-morrow morning.—*Louisville Courier-Journal.*

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