THE MEMPHIS DAILY APPEAL.

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OUR LONDON LETTER.

The Burning of the Pantechnicon—The Great Storehouse and its Treasures.

Spiritualism Going Through a Crucial Test—Miss Cook, the Test Medium, Etc.

From our Own Correspondent.]

LONDON, February 25th.—The Pantechnicon was burned two weeks ago. To those who are acquainted in London, this news is startling and lamentable. To these who are not, I will say that the Pantechnicon is one immense storehouse, used by the nobility to store their furniture, carriages, pictures, plate, and articles of virtu while they are out of town, and until the London season sets in again—that is at the opening of parliament. By the middle of February all the members of parliament and their families are supposed to be in town. Just a week previous to this the storehouse was burned, and only one nobleman had moved his furniture away. Here was collected some of the rarest old paintings from the old masters in England. Sir Richard Wallace alone took a collection of pictures valued at sixty thousand pounds. No money can replace the works of art destroyed. Immense fortunes were involved here in works of art alone, besides the elegant furniture and carriages. The building was supposed to be fire-proof, and no fire was ever allowed inside of it. Still, at four o'clock in the afternoon, the flames burst out. This led to some investigations, which resulted in pointing strongly to a secret organization, which is known to exist here, but difficult to unearth. They are antagonistic to the nobility—in other words, are communists. If the suspicions are correct, the whole stratum of royal and noble society overlies a most fearful volcano of plebean hatred. Heaven help the titled few, if ever the ignorant, hunger-impelled masses rise in brute force against them.

SPIRITUALISM

seems be going through a critical test now by the scientists of London. The medium through whom the experiments are mostly being made is a young lady of about eighteen years of age—Miss Florence Cooke. She is not a public medium, but the manifestations that take place in her presence are of such a startling character that it has been quite impossible to confine the exhibitions of them to her family and friends only. Many persons of distinction and celebrity have witnessed the same at her house. In seeing the phenomena, the first condition is tying Miss Cook firmly in a cabinet, and sealing the knots. There is then a curtain dropped over the door between her and those present, which, of course, places her in the dark, while those in the room are in the light. In a short space of time there comes from the cabinet a female figure, draped in white, with a white veil falling over the head, but not covering the face. The feet are naked. She walks around the room, speaking to all; says her name is Katie King; allows persons to feel of her dress and shake hands with her, which she as tangible to the touch as any other material thing on earth. The size and form of the figure is much like the medium, Miss Cooke, which fact raised many skeptical doubts in the minds of those who witnessed the manifestations, thinking it might be Miss Cooke who had freed herself from her cords and dressed for the play. However, in every instance after Katie had returned to the cabinet, they had raised the curtain, and found Miss Cooke in a state of trance or unconsciousness, securely tied and sealed as when they left her. Here was a case for Professors Crookes and Varley to test the physical force question. Miss Cooke very readily yielded herself for them to experiment on the phenomena. I will give their experiences as Professor Crookes gave them to me: He took Miss Cooke first to his own house, that he might be sure of all her surroundings. He then improvised a dark cabinet with a curtain door. They placed the medium inside, and securely tied her. Professor Varley then placed a gold plate on the inside of each wrist, to which was attached insulated wires leading out into the room to very sensitive electrometer. They tried every motion of her hands and arms, and the placing of her arms together to see the different forces of electricity produced by the different positions, Professor Crookes observing her all the time, while Professor Varley had his eyes on the electrometer. After thoroughly learning the effect produced by each movement of hers, they placed the curtain before her, leaving her in the dark. Soon the figure calling herself Katie made her appearance, the electrometer not showing the least movement. She said: "What do you want me to do with all these wires?" They told her nothing—only to come into the room and make such motions with her hands and arms as her medium had done. Katie at once threw her hands around in a lively manner, which did not effect the currents of electricity in the slightest degree. Then Katie asked Professor Crookes to bring a lighted candle and hold it to her face, and see if she looked like Miss Cooke. He tried it, and found she had fair complexion and light hair, while Miss Cooke is quite dark, with dark hair. Professor Crookes says that, as far as human tests are concerned, nothing could be more conclusive than that here was a genuine phenomenon outside of the conscious aid of the medium. On the disappearance of Katie into the cabinet, they at once raised the curtain and found Miss Cooke in the same condition as when they had shut her in, only in an unconscious state or trance. More than this, Mrs. Crookes says she undressed Miss Cooke after she came out of the cabinet, and there was nothing about her that could by any possibility have furnished the drapery and veil for Katie, which disappeared with Katie herself. Mr. Walace, the great naturalist, is bringing out an article in the *Fortnightly Review*, recognizing the facts of spiritualism, and stating corroborating proof of its being an unseen intelligence, and is what that intelligence says it is—the spirits of our departed friends. So much for the labors of some of the English scientists. We may soon expect to see paragraphs in the scientific journals on psychic force, together with mechanical appliances and inventions.

MARY J. HOLMES, of Memphis.

Mrs. Pettibone, of Atlanta, Georgia, after a vain endeavor to induce her little daughter to take morphine, swallowed the fatal drug, and was soon a corpse. Cause, financial trouble, despair and love for her son.

Advices from Chili give the particulars of the murder and robbery, near Payta, of Charles Johnson, an American, who had been employed on a railroad. The murderers are believed to be three Americans named Major B. F. Stanley, W. Smith, and G. M. Blasdell. The latter was arrested, but Stanley and Smith sailed for New York. The name Stanley is supposed to be assumed.

The Lynchburg (Va.) *Republican* says the proposition now being urged by the Valley railroad, under the auspices of its paid attorney, Judge Sheffey, for an extension of its road from Buchanan to run parallel with the A., M. and O. road to the Tennessee line, is a monstrous one, and fraught with danger to the best interests of the cities and State of Virginia. Lynchburg has an interest of seven hundred and fifty thousand dollars in the A., M. and O. and Orange railroads; *ergo*, the milk in the cocoanut.

MISSISSIPPI.

Another Load of Taxes Proposed—A New Liquor Bill—Street-Railway in Corinth.

Organization of the State News Association—The Supreme Court—Heavy Rains—Serious Damages Anticipated.

Special to the Appeal.]

JACKSON, March 16.—The senate had a lengthly debate over the bill repealing the act authorizing counties to grant a scholarship in the State university. It was finally referred to a special committee.

Mr. Smith, of Claiborne, has a bill fixing more taxes on the people. It is designed to raise funds to support the charitable institutions, and levies a privilege tax on all kinds of merchandise of five dollars each; banks five hundred dollars; brokers fifty dollars; insurance agents twenty-five dollars, each company represented; physicians and lawyers ten dollars.

Mr. Bennett's bill, to establish manufactories by general taxation, is dead.

The house passed the new liquor bill prohibiting anybody selling or giving away drinks without first obtaining a retail liquor-dealer's license. Physicians must file with the circuit court clerk an oath that they will only prescribe whiskey where absolutely necessary.

Passed a bill authorizing the construction of a street-railway in Corinth.

A State news association was organized to-day. Thirteen editors, including two colored persons, were present. Steve Wilson, of the Kosciusko *Republican*, was elected president; R. M. Tindall, of the Okolona *News*, vice-president, and J. A. Signaigo, of the Grenada *Sentinel*, secretary and treasurer.

The supreme court decisions are: Clayton vs. McWilliams, affirmed; Bowden vs. Gray, reversed and remanded; Isaacs vs. Herman and Moss, affirmed; Staten vs. New, affirmed; McRae vs. Burlington, reversed and remanded; Hutchings vs. Vickers, reversed; Ellis vs. Vickers, reversed and remanded; Moore vs. Dunn, reversed, motion overruled and cause remanded; Sweatman vs. Parker.

There was a tremendous rain yesterday, and it has been raining all day. No railroads have been damaged so far, but fears are entertained of serious breaks.

SUMNER.

An Autopsy of the Body Made—Particulars of the Examination—No Traces of the Brooks Injuries.

The Funeral in Boston Yesterday—Imposing Ceremonies—Large Attendance, Etc., Etc., Etc.

AUTOPTICAL DEVELOPMENTS.

BOSTON, March 16.—The autopsy of the body of Mr. Sumner was made this morning, and made public, as follows: The left coronary artery, in a considerable portion of its length, was so much ossified, that its calibre was diminished at least one-half. The right coronary artery was slightly atharomatous, and considerably enlarged. The cavities of the heart were dilated, especially the lower third of the left ventricle. The walls of this ventricle were thinner than usual, especially so at a point about an inch and a half from the apex over a space of two-thirds of an inch in diameter. In the vicinity of this were several clots of blood, some of which had probably formed before death. Nothing abnormal was found in the brain or other organs. Dr. Brown Sequard says no traces of the assault committed by Brooks, were discovered in the brain. There is a very general suspension of business to-day, and all the public schools were closed.

THE FUNERAL.

BOSTON, March 16.—The obsequies of Senator Sumner took place at half-past three o'clock this afternoon in King's chapel. The remains were conveyed from Doric hall in a hearse drawn by four black horses, escorted by a force of mounted State constables, followed by a procession of the executive and legislative authorities, the congressional committee, and a delegation of United States officials, municipal authorities, and other bodies. The pall-bearers were Ex-Governor Clifford, Ex-Governor Bullock, Ex-Governor Claflin, Ex-Governor Washburne, Ex-Chief-Justice Bigelow, N. P. Banks, Robert C. Winthrop, Charles Francis Adams, John G. Whittier, and Ralph Waldo Emerson. As the casket was borne from the hall down the steps the band played the *Dead March*. The procession passed down Beacon street between the masses of people, which it required the vigilant exertions of a large police force to prevent from encroaching upon the street. Preceding the mayor were four men, who bore a massive cross, nine feet in hight, composed of Calla lillies, camellas, lillies of the valley, violets, and other choice exotics. At the base, in a bed of white violets, were the words: "A tribute from his native city and home."

ARRIVED AT THE CHURCH,

the remains were conveyed slowly down the aisle and deposited in front of the altar. After an organ prelude Rev. Mr. Foote recited, "I am the resurrection and the life, saieth the Lord; he who believeth in me, though he were dead, yet shall he live, and whosoever lives and believeth in me shall never die." Then followed: "I know that my Redeemer liveth, and that he shall stand at the latter day upon the earth, and though worms destroy this body, yet in my flesh shall I see God. We brought nothing into this world, and we can carry nothing out. The Lord gave and the Lord taketh away; blessed be the name of the Lord." The choir then sang *To thee, O Lord, I Yield my Spirit*. Mr. Foote then read the thirty-ninth and ninetieth psalms, the choir chanting alternate passages. Selections from the fifteenth chapter of First Corinthians, contained in the burial service was then read, after which the choir sang Mendelssohn's anthem, "Happy and blest are they who have endured, for though the body dies the soul shall live forever." Mr. Foote then read the passages beginning "Man who is born of woman has but a short time to live, and is full of trouble." The choir then sang *Leave God to Order All thy Ways*. The prayers of the services then followed, after which the choir sang, *Servant of God, well done*. Mr. Foote then pronounced the benediction, and Mendelssohn's *Funeral March* was played upon the organ as the remains were removed from the church.

THE PROCESSION

then formed, and the cortege slowly proceeded through Beacon and Charles streets to Cambridge bridge, and thence to Mount Auburn, where it arrived shortly after six o'clock. At the grave the *Lord's Prayer* was recited by Rev. Dr. Sunderland, a choir of forty male voices, from the Apollo club, sang some appropriate music, and a benediction by Rev. Mr. Foote closed the last sad rites paid to the mortal remains of Massachusetts's senior senator and Boston's honored son. In accordance with Governor Washburn's proclamation bells were tolled during all the time the procession was moving. A vast crowd gathered in the vicinity of the statehouse and King's chapel, and lined the route of the procession.

Colonel Oliver P. Roble, formerly of the United States army, committed suicide at San Francisco, yesterday, by shooting himself twice through the head. Cause unknown.

Colonel H. C. Ransom, of the New Orleans quartermaster department, died at Jeffersonville, Indiana, yesterday.

CHAMBER OF COMMERCE.

Business Transacted Yesterday—The Selma, Marion, and Memphis Railroad.

The Union Passenger and Freight Depots and Railroad Connections through the City.

Important Memorials to Congress on Cotton-Tax and in Regard to the Pacific Railroad—Etc.

The chamber of commerce, agreeable to adjournment, met in its rooms, at the corner of Madison and Front streets, at four o'clock yesterday afternoon, Chairman Pettigrew presiding, and a full attendance of members being present, to hear the report of the committee on

THE SELMA RAILROAD,

which was adopted, as presented below, without debate:

MEMPHIS, March, 1874.

J. M. Pettigrew, Esq., President Memphis Chamber of Commerce:

The committee charged with an examination of the affairs of the Selma, Marion and Memphis railroad company, would report:

That under the appointing resolution your committee was requested to ascertain:

First—What amount of money is required for the completion and equipment of the road from the city of Memphis to the town of Holly Springs.

Second—What assets in hand and in prospect has the company available for such purpose.

Third—With such state of facts as the investigation disclosed, would it be safe and prudent, in the opinion of your committee, for the citizens of Memphis to lend the sum of one hundred and fifty thousand dollars to said company upon such terms as have heretofore been made by the company, or upon terms more favorable to the lender.

In pursuance to your request, your committee made a full examination into the financial affairs of the said railroad company as time and circumstances permitted.

The officers were frank, communicative and willing to facilitate the committee in their work. They placed their books and papers in our hands, inviting a thorough examination.

The labor, however, to a complete investigation and visual and manual inspection of amounts, vouchers and estimates, was not performed by us, as this involved more time than at our disposal.

We have accepted, however, the statement of the company's books and the verbal assurances of the officers as to the facts.

Your committee find that the total expenditures for surveys and construction of road between Memphis and Holly Springs have been $ 356,028 49

The amount necessary for the completion and equipment of same, as estimated by the chief engineer of the company..... 511,627 50

Total expended and to be expended..... $ 867,658 99

The company have on hand, free from lien, county and town bonds as follows:

Pickens county, Ala., bonds.....	$ 33,500 00
Lowndes county, Miss., bonds.....	2,000 00
Pontotoc county, Miss., bonds.....	127,000 00
Monroe county, Miss., bonds.....	7,000 00
The town of Aberdeen, Miss., bonds..	80,000 00
Total county and town bonds..	$ 249,500 00
Also individual subscriptions, said to be collectable, about.....	$ 50,000 00
Shelby county subscription.....	300,000 00

The company also own lands in sundry counties in the State of Mississippi (382,000 acres), which cost, as the books show, about..... $ 750,000 00

Your committee would not take the liberty and responsibility of recommending the citizens of Memphis to furnish their acceptance to the amount of one hundred and fifty thousand dollars, upon the collateral offered by the Selma, Marion, and Memphis railroad company. But we would recommend that this question be referred to the newly-elected board of directors of the railroad company, who shall determine it, and lay before the citizens the result of their determination, at a meeting of the citizens to be called by the chamber of commerce.

R. C. DANIELS, Chairman.
M. APPERSON.
M. L. MEACHAM.
W. W. GUY.

The report was received and adopted without debate.

THE UNION DEPOT SUBJECT.

Chairman Pettigrew stated that he had a question to present to the exchange, and spoke as follows upon the subject of the union depot:

GENTLEMEN—There is an important enterprise which I desire to call your attention to, it is one on which the future of Memphis greatly depends, and one that I think of sufficient importance to the commerce and property of our city to receive the attention of this chamber.

It is the establishing, at some suitable point, a union depot of the different railroads entering at Memphis. This can be accomplished by the railroads as a company, or by any one of them, or by a joint-stock company, chartering the different railroads for the use of the same, as I have been informed is being done in other cities.

It is not necessary to speak of the great advantages that will be derived from such an institution, that is well understood by every one. But the only question for us to consider is, how this very important improvement can be accomplished. If we can, in any way, assist, or be the means of bringing about the needed reform, we will have accomplished much for the future prosperity of our city, and the traveling community will not have to undergo that disagreeable pleasure of being jolted over our unfortunate pavements from one depot to another.

I would suggest the appointing a committee of, say five, to take the subject under advisement, and to confer with the officers of the different railroad companies, with a view of adopting some plan that will accomplish the desired end.

Gentlemen, the subject is now before you for your consideration.

The public had been under the impression that the city was opposed to the establishment of a depot, but this from his observations while in the board, he could state, was unfounded.

Mr. Daniels moved that the following committee be appointed for that purpose: Ex-Mayor John Johnson, chairman; J. J. Busby, E. M. Apperson, F. M. White, and H. Dow.

Mr. Apperson moved that Mr. Daniels be made chairman of the committee, as this was in accordance with parliamentary usuage.

Mr. Johnson seconded Mr. Daniels's motion, and asked that Mr. White be appointed chairman. He said that while mayor in 1872, Mr. Wicks and other railroad men wanted to make the connection. Mr. McComb, of the Paducah railroad, was so anxious to have the connection that he sent his engineer to make estimates. The city gave the roads the right of way, and the only question was the mode and construction. The three ways were: First, bridges over the bluff streets, tunnels the entire way, and along the levee, on condition that the grades of the street be preserved. Seven-eighths of the right of way had been given by the city, the work to be commenced and completed within a certain time. Believing the time had elapsed, he favored a local organization for this purpose. He insisted that Mr. White be substituted as chairman.

Mr. Apperson said it the bayou Gayoso was covered over, a track laid thereon would prove acceptable to the city.

Mr. Johnson said the lines of property ran into the middle of the bayou, and over a thousand titles would be necessary to secure the property. The city had dedicated seven-eighths of the way without cost. The ground between Union and Beale streets had been given for the benefit of the freight depot. He, as mayor, opposed for that reason the opening of any new streets thereto. All north of Washington street had been given for a union passenger-depot.

Mr. Daniels's motion was then adopted and the chair appointed the above named gentlemen on the committee.

AN AMENDMENT.

It was also moved and adopted that the Selma railroad collateral subscription be referred to a meeting of citizens to be called through the chamber of commerce.

A BUSINESS COMMUNICATION.

The following communication was received from the board of trade, of Columbus, Mississippi:

OFFICE, BOARD OF TRADE,
COLUMBUS, Miss., March 10, 1874.

You have herein inclosed a memorial of the board of trade of Columbus, Mississippi, in relation to the manner of refunding the tax collected on cotton during the years set forth in the memorial, and we ask your co-operation and prompt action in the matter, in the event it meets your views, that it may be brought before congress as soon as practicable. Very respectfully,

J. W. E. SOADY, Secretary.

To the Board of Trade, Memphis, Tennessee.

To the Honorable Senate and House of Representatives of the United States in Congress assembled:

The board of trade of the city of Columbus, State of Mississippi, would respectfully petition your honorable body in the matter of refunding the taxes collected on cotton by the federal government during the years 1864-65-66-67-68.

Relying upon the principles of right and justice, with which the mind of the American people is so thoroughly imbued, the people of the south confidently hope that restoration of these taxes will be made. As persuasive of this opinion they refer to the various bills introduced in congress looking to this result. Each and all of said bills agree in principle, and assert that the taxes ought to be refunded.

The only question of difference is as to arrange the details as best to carry out the provisions of the act. Of the many details the most vexed is, who shall be appointed disbursing agents.

Of the various bills on this subject, the one most approved by congress provided that the amount necessary to refund these taxes be paid over and delivered to the governors or the authorized agents of the several States and Territories in which said taxes were collected.

To this provision we deem it of vital importance that the parties interested enter their most solemn protest, because,

First—Being a business transaction, it should be managed and controlled solely by business men.

Second—Greater responsibility is realized, and more satisfactory results are obtained when agents act under individual restrictions, than when they act under and by virtue of an office.

For the purpose of securing a prompt and equitable distribution of the amount to be refunded, this board of trade would respectfully suggest that an agent be selected in each and every congressional district in which said taxes have been collected, and that such agents be empowered, if the same be deemed necessary, to appoint sub-agents in and for the several counties composing their various districts.

We would further suggest that the agent to be designated, as above provided, be some prominent national or local bank, located and doing business in such congressional district, and that such restrictions be thrown around the same as will insure a prompt and faithful dissemination of the duties imposed.

Hoping this measure of relief so greatly needed among our people will meet favorable consideration from your honorable body, we respectfully ask attention to the matter above set forth. And your petitioners will ever pray, etc. G. W. ABERT,

President Columbus Board of Trade.

J. W. E. SOADY, Secretary.

COLUMBUS, MISS., February 6, 1874.

The communication was received, and the chair, on the motion being adopted for the appointment of a committee, designated Messrs. A. A. Paton, W. O. Harvey, McKay, J. R. Goodlett, and Leon Trousdale.

MEMORIAL FROM NEW ORLEANS CHAMBER OF COMMERCE.

The following communication soliciting congress for the support of the Texas and Pacific railway company, was read by Mr. Daniels, and, on motion of Mr. Apperson, the chamber adopted the memorial, and resolved to indorse the same as a petition to congress. The memorial reads as follows:

To the Senate and House of Representatives of the United States, in Congress assembled:

The New Orleans chamber of commerce respectfully represents:

That they are deeply concerned to learn that the Texas and Pacific railway company, notwithstanding that the ultimate resources of that work are valuable almost beyond computation, have found that its immediate accomplishment by corporate means cannot be effected with sufficient rapidity to comply with the public demand. The co-operation of the federal government becomes, therefore, necessary to the development of the national interests involved in the completion of the corporate undertaking. These national interests may be thus indicated:

First—A national highway to the Pacific coast, uninterrupted by snow, undisturbed by savage raid, located on more favorable grades, and throughout a more productive territory, than any other.

Second—A line developing to American settlement a region of unequaled capacity for the production of cattle, cotton, sugar, and tobacco, and not otherwise accessible for want of navigable waters.

Third—The most direct line of transit between the capital and great commercial centers of the Union and the coasts of commercial Asia and Africa.

Fourth—A route penetrating by its main trunk and branches the richest States of Mexico, thus giving to the manufacturing and mercantile interest of the Union a monopoly of commerce with these States beyond the possibility of competition on the part of foreign merchants, who can neither employ navigable waters nor transitable highways from their ocean coast across the mountains to the rich and populous cities of interior Mexico. Thus the precious metals may be again, as formerly, sent from Chihuahua, Coahuila, Nueva Leon and New Mexico, through the territory of Texas, to New Orleans, as the nearest wholesale market, in exchange for the various manufactures, imported and domestic, and sent also to other cities of the Union.

Fifth—The attraction of population will rapidly fill our own territory, and not improbably spread, by purchase and lawful acquisition, into States adjacent to our own, the effect of this migration upon the power, wealth and development of the Union, is only to be estimated by the result of similar extension in its past history.

Sixth—The expenditure of national aid will stimulate the employment of thousands, now idle, and the spread throughout the whole system of industrial circulation this relief to unemployed labor, this demand for unsalable surplus, is an incident of fair consideration among the consequences which must follow the assistance asked at the hands of the government.

In estimating the trade thus made accessible, the value of the precious metals exportable from the Mexican States of Sonora, Durango, Guadalajara and Guanajuato alone, may be stated at $20,000,000. To this it may be added that the capacity of these interior States to produce sugar and coffee is only restricted by the cost of getting these products to market. The comprehensive statement is made that there are 9,000,000 Mexican people with an interior trade of more than $500,000,000, and a foreign export and import trade of $55,000,000, all within five days rail of Chicago!

The government will thus see that the completion of this link of communication is alone wanted to place these great elements of reciprocal interest in direct connection with each other. Humboldt said sixty years since that "coaches will one day roll between Washington city and the city of Mexico." It is your province to realize the prediction.

With such a demonstration of undeveloped values only awaiting the connubial ceremony of intermarriage, does not your honorable body perceive that in postponing this consummation to the comparatively slow agencies of a corporation however powerful, congress is depriving the American people of the full fruits, which should not be deferred one day beyond the possibility of completion? The production and consumption of distant and accordant countries now stand betrothed before you; will you withhold the parental blessing that will at once facilitate and legitimate their offspring? You have explored a mine. It is of inestimable value. Will you, by a narrow economy, exclude yourselves from its immediate revenue, or will you by a prompt energy enter at once upon the enjoyment of these values?

Your honorable body will not forget that you may secure by a few peaceful words that which England has made were expended millions and traversed broad oceans to obtain. You will have access to the trade of Guinea, Japan and Australia. You will place your manufacturers in close commercial communication with the tropical countries. You will bring an India to your doors. What prevents the immediate consummation of this simple yet gigantic policy?

The Texas and Pacific railway company have need of immediate aid. It can not be obtained in the financial centers of Europe, because the faith of capital in American corporate securities has been shaken by the unadventurous of another great transcontinental railroad company. This company imprudently complicated its own speculative enterprises with the business and financial affairs of the whole country, and, indeed, of the whole world. It is unfortunately true that even such enterprises as that of the Texas and Pacific railway company have suffered from the general distrust that has followed the panic of 1873.

Your memorialists have thus recited the motives which should, in their judgment, induce the government of the United States to aid the Texas and Pacific railway company by granting the government guarantee for the periodical payment of five per cent. interest on the bonds of the company upon the terms proposed by them, at as early a day as may be compatible with the forms of deliberate legislation. They expect congress to examine carefully the resources and securities offered by this company, and to protect the government against the possibility of fraud or failure in the application of the funds to be thus provided directly to the purpose for which it is asked.

Your memorialists commend this subject to congress and confide in your wise integrity to protect the public against any possible repetition of the national shame involved in the credit mobilier application. The aid asked in this case is vindicated by the reasons assigned, but it should be so bestowed and applied that no mercenary motive can be assigned to its advocates. Every member of congress must be enabled to hold up clean hands before his constituents and invoke their grateful blessings for a vote which has placed them in present possession of a commercial empire—an empire for which the world has contested for centuries, and which will have been secured by judicial national aid, without one drop of blood, one stain of fraud, and, as your memorialists sincerely believe, without the untimate cost of one public dollar.

Resolved, That your senators and representatives in congress are respectfully requested to support the application of the Texas and Pacific railroad company for material aid, on such terms as a due regard to the protection of the national treasury and the immediate prosecution of a great national route may render proper.

Respectfully submitted.

Adopted and ordered to be certified and transmitted to the congress of the United States.

COMMERCIAL AND RAILWAY ADVANTAGES OF MEMPHIS.

Mr. Bronson Bayliss made the following extract from the APPEAL, relative to the commercial and railroad advantages of Memphis:

In our former article we stated the fact that it was much nearer from Texarkana or Marshall, in Texas, to Memphis than it is to St. Louis, and that it is much nearer from these places through Memphis and Louisville to New York than it is through St. Louis. These are important facts, which should be made known throughout Arkansas and Texas. How this is to be done is a matter worthy the attention of the chamber of commerce which is to meet next Monday. Unless we make known our advantages we can not expect to realize their full benefit. Not only are our merchants interested in this question, but the railroads concentrating at Memphis have much at stake in securing this trade which, in the course of time, and that not distant, must be of immense value. Advertising is the true source of success in everything else. There is very little use in having advantages unless those advantages can be made known. St. Louis, Louisville and other cities are now getting trade which legitimately belongs to Memphis, because they are using means to make their advantages known among the people, which our merchants are not doing. This Texas trade will, in a few years, be definitely fixed in its course, and we should avail ourselves of every means to secure it. To do this we must not hesitate to expend whatever money is necessary in advertising.

He then remarked: "What I have read is an excerpt from the APPEAL. I think the matter of very great importance. St. Louis has caused a beautiful railway map to be printed, and a copy will soon be found in every Texas and western Arkansas household. It is needless to say that the Memphis and Little Rock road does not appear. The people are thus educated to think there is but one center of trade in the valley of the Mississippi, I therefore present the following resolution:

"*Resolved*, That a committee of three be appointed to devise a plan for making known through Texas and Arkansas the commercial and railway advantages and facilities of Memphis."

On motion a committee was appointed, consisting of Messrs. Bayliss, Guy and Daniels, the resolution having been adopted.

THE CITY'S SANITARY CONDITION.

Mr. Gates presented the following resolutions, which were adopted.

WHEREAS, Believing that there is not another organized body in this city (save that of our honored board of mayor, aldermen and council), whose interests are more deeply involved in its sanitary condition than that of our chamber, of commerce—one that watches with greater assiduity the means being used for its healthful condition; and no body whose opinions will be more quickly received for truthfulness, or go farther to establish its reputation for healthfulness; and

WHEREAS, This body did, at its monthly meeting, February 3d, institute resolutions, which were submitted to a committee on behalf of this chamber, resulting in a memorial on behalf of the chamber to the honorable board of mayor, aldermen and council on the second of March, recommending vigorous and even extraordinary means for the abatement of all local causes for unhealthfulness; and,

WHEREAS, This body recognizes with pleasure the vigorous means adopted and the very laudable efforts for health appointed by the board of mayor, aldermen and council to execute these means; be it

Resolved, by the Chamber of Commerce, That through the action of the honorable board of mayor, aldermen and council, we have good assurance that our city will, at an early day, be placed in as healthful a condition as any city in this country.

MEMPHIS AND PADUCAH RAILROAD.

The following communication was read by the gentleman to whom it is addressed:

Bronson Bayliss, Esq.:

I spent a day last week with General H. S. McComb. In conversation with him I asked whether he and his associates would make sacrifices in behalf of our unfortunate city, and finish the road at once from Paducah to Memphis. "Suppose the city suffer you to have at once the unrestricted right of way through Memphis, so that the Paducah road may enrich your Mississippi and Tennessee road, will you not give us immediate access to the coal-fields of Kentucky?" In answer to this inquiry he said: "I think we can." We could finish the road to Paducah in two or three months, but the money and bond market is in bad condition. But let negotiations go and connect these two roads, and have proper depot grounds, and your purposes may be accomplished." Will Memphis, or has she proffered these inducements? Give Mr. McComb and his associates means to do what they say.

Very respectfully, L. J. DUPRE.

Referred to a committee of B. Bayliss, R. C. Daniels and W. W. Guy.

THE MEMPHIS BETHEL.

Mr. Jarnigan, superintendent of the Memphis bethel, was introduced to the meeting, and invited the members to visit the bethel at half-past two o'clock next Sunday afternoon. The speaker said he wished to enlist the influence of the exchange in behalf of this reformatory school, the objects of which chartered institution he wished to make known officially to the members, whose hearty co-operation and confidence was deserved. Since the commencement of this institution between twelve and fifteen hundred ragged children had received religious instructions. His remarks were received with applause.

On motion, the exchange adjourned to the next regular meeting.

MARRIED.

BEARD—DRIVER—At St. Bridget's Church, by Rev. Father Walsh, on the 11th inst., Mr. A. H. BEARD and Miss MARY C. A. DRIVER, both of Lee county, Ark.

KINGDON—SCHOFIELD—At the residence of Mrs. Graham, on the 11th inst., by Rev G. W. White, Mr. WM. W. KINGDON and Miss CHARLOTTE L. SCOFIELD, both of England. No cards.

DIED.

BLEDSOE—On the 16th inst., MRS. MATTIE V. BLEDSOE, wife of B. C. Bledsoe, of Collierville, Tenn.

GILBERT—The friends and acquaintances of Dr. SILAS T. GILBERT and family are invited to attend his funeral, from his late residence, corner Jackson street and Bayburn avenue, this (TUESDAY) afternoon, at 2½ o'clock. Services by Rev. Dr. Slater.

[Charlottesville (Va.) and New Orleans papers please copy.]

CUMMINGS—The friends and acquaintances of Capt. J. B. Cummings and family are invited to attend the funeral of his wife RACHAEL ELLEN CUMMINGS, at the residence Manassas street, this (TUESDAY) morning, at 11 o'clock.

BRYAN—At her residence, in this city, at 9:30 a.m., on the 13th inst., MRS. JUDITH C. BRYAN, aged 62 years, 7 months and 5 days. Her funeral services took place from the Vance Street C. P. Church on Saturday last, at 2 o'clock p.m., conducted by Revs. L. C. Ransom and E. G. McLean.

She rests now at Elmwood,
And calm be her sleep!
He soul has gone homeward,
No more shall she weep!
Angels have wafted her spirit above,
Forever to rest with the God of her love.

Her work was all finished,
Her duties all done,
Her life battle ended,
Her victory won!
And God will guard well the dust that He gave
To the keeping of Elmwood's silent still grave.

FRIEND.

MASONIC FUNERAL NOTICE.

THE members of Leila Scott Lodge, No. 289, F. and A. M., are requested to meet at their Hall, this (TUESDAY) afternoon, at three o'clock, to attend the funeral of our late Brother, SILAS T. GILBERT. All Master Masons fraternally invited to attend.

By order. WM. FRANK, W. M.
A. S. MYERS, Secretary.

Attention, Knights Templar.

YOU are hereby ordered to appear in fatigue dress, at Exposition Hall, this (TUESDAY) afternoon, 17th inst., at 4 o'clock, FOR DRILL.

By command J. M. PETTIGREW, E. C.
T. J. BARCHUS, Recorder. mh17

MASONIC NOTICE.

A SPECIAL communication of Kilwinning Lodge, No. 341, will be held this (TUESDAY) evening, March 17th, at 7½ o'clock, for work in the E. A. degree.

All E. A.'s are fraternally invited.

By order of R. CREIGHTON, W. M.
J. S. CARPENTER, Secretary. mh17

MASONIC NOTICE.

A SPECIAL convocation of Penn Royal Arch Chapter, No. 22, will be held this (TUESDAY) evening, March 17th, at 7½ o'clock, for work in M. M. M. degree.

All M. M. M.'s fraternally invited.

By order D. B. FORSTER, M. E. H. P.
A. J. WHEELER, Secretary. mh17

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8 | 31 | 28 | 3 | 76 | 66 | 25 | 40 | 43 | 1 | 62 | 47 | 10

Evening—Class No. 22.

58 | 53 | 9 | 71 | 27 | 21 | 48 | 70 | 57 | 69 | 6 | 66 | 68

Memphis, this 16th day of March, 1874.

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M. PELLORCE has the honor to inform amateurs that he has recently arrived with a large assortment of the newest PLANTS, first-class FRUIT TREES, new kinds of Roses, Flowers, Unions and Bulbs, and FLOWERS and VEGETABLE SEEDS. Everything is in perfect condition, and is offered at very moderate prices. The store is located at No. 283 Main street. mh 14.

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800,000 pounds IRON—assorted sizes and of the best quality.
Complete assortment of fine STEELS. 1000 kegs NAILS.
2000 PLOWS of the celebrated Hall & Spear make.
100 WAGONS—Studebaker and other brands.
Pittsburg Safe Company's SAFES.
Cold Rolled SHAFTING and HANGERS—warranted stronger and truer than any other.
Gullett's Improved MAGNOLIA LIGHT-DRAFT and STEEL BRUSH GINS.
Deering's HORSE ENGINES.
Also, Cooking and Heating Stoves, Hollow-ware, Wagon-makers' Supplies, Railroad Spikes, Blacksmiths' Tools, Cotton Ties and Rope, Gum Belting, and sundry other articles too tedious to mention. Call upon us. Now is the time TO BUY GOODS LOW.

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