MEMPHIS APPEAL

SATURDAY MORNING, AUG. 8, 1874.

CHEAP FREIGHTS.

The chamber of commerce, at its last meeting, had the subject of cheap freights under discussion, and committees were appointed to confer with the managers and officers of the Little Rock road and the several lines between this city and Norfolk and New York. A communication was also read from Mr. Lamphier, who suggests, as a solution of our troubles in that direction, that our merchants give all their freights to one road, and so compel the others to come to terms. We need hardly say that such a proposition is childish in the extreme. Merchants are guided in the shipments of freights, as in everything else, by self-interest. They will receive and forward over the line that makes the best time, and that is surest, safest and cheapest. Were they to take the advice of Mr. Lamphier, and give their freights to any one line at any set price, scarcely a week would elapse before the others, by competing prices, would compel a distribution and the restoration of the balance of trade. And this would be done, perhaps at a loss to the roads for a few days, but eventually at prices exacted from the shipper that would more than make up for such losses. The railroad companies themselves have tried this suggestion of Mr. Lamphier's time and again, and always with such a result. The truth is, while the railroads compete for trade, they will not do so, as they cannot in self-defense, at anything but a ruinous or losing rate. We find this exemplified almost every month in the meetings for the adjustment of rates of freight of the agents of the principal lines of the east and west, who, after all, control and dictate terms to all parts of the country. The Erie and Central, of New York, have fought all over the ground of cheap freight, and always with results in the long run unfavorable to the shipper. There is but one way to bring the railroads to time, and that is to avail ourselves of the cheap transit afforded by our great river, and by assisting to build up New Orleans as against New York. Chicago has long and earnestly written, spoken and exerted her energies upon this question of cheap freights, and has at last to have recourse to the reciprocity treaty with Canada, and the use of the canals of the Dominion and the St. Lawrence river for an outlet to the sea. St. Louis, too, has cried out long and lustily for cheap transit, and as a last resort turns to the river which has lost most of its trade, and looks forward to the completion of the Fort St. Phillip canal as the only possible measure that will afford relief. Railroads can do their best in time and cheapest in money, but no more. We believe that in the main those centering in Memphis have done all they can; they are admirably managed by skillful and careful officers, and looking to the interest of their stockholders, are run with a view to doing the most they can for the public at the lowest rate consistent with their own welfare and solvency. More than this we cannot ask. If this is not satisfactory to us, let us turn to the river, the first great artery from which we drew for our present wealth and standing. There only can we find relief from tolls and exactions the cry against which has gone up from our merchants, in one form or the other, for the past nine years. Clinching these views we quote from the report of the chamber of commerce of New Orleans to the United States senate committee on transportation, just to hand, setting forth the relative value of even the water routes, and showing how much more valuable is that of the Mississippi. We find, says the committee, three water routes, viz: by the lake, canal and St. Lawrence river, to Montreal; by lake, canal and Hudson river, to New York; and by the Mississippi river to New Orleans. The average freight from Chicago for six months in the year to Montreal is twenty-one cents per bushel; charges there are four cents to get on ship, and ocean freight is ten to twenty cents, making forty-five cents to Liverpool; time in transit fifty-three days. From Chicago, for seven months in the year, twenty-five cents to New York; charges to put on ship, four cents, and ocean freight ten pence, or twenty cents, making forty-nine cents to Liverpool; time in transit fifty-eight days. From St. Louis, *via* Cairo, to New Orleans, all the year round, is ten cents; to put on ship, two cents; ocean freight, twelve and a half pence, or twenty-five cents, making thirty-seven cents to Liverpool; time in transit, thirty days. If one-half of the above amount was exported by the Mississippi river, the farmers of these States and Territories would save annually four millions of dollars, a sum sufficient to pay for all the improvement on this river in two years.

ANOTHER MARKET FOR DALLAS.

To the Editor of the Dallas Herald:

Railway lines converging at Memphis from the east find that the trade of Texas is monopolized by the road from Texarkana to St. Louis. Therefore these Memphis roads undertake the construction of an independent road from Jefferson and Shreveport to Camden, Pine Bluff and Devalls Bluff, on the Little Rock and Memphis road. The advantage gained by Texas consists in direct access to Memphis—the best cotton market in the valley of the Mississippi—in securing a shorter route, by two hundred and forty-one miles, to the Mississippi, and a shorter route, by one hundred and fifty-two miles, to New York, over roads passing through Chattanooga, Knoxville, Lynchburg, Washington City and Baltimore. Travelers have learned the advantages of this line of travel, but freights are transferred with difficulty at Little Rock from the St. Louis to the Memphis road; and since the owners of roads converging at Memphis from the east cannot afford to lose the trade of Texas, they have caused the route from Devall's bluff to Camden and Jefferson to be surveyed. The proposed road, engineers say, will not cost more than twenty thousand dollars per mile, and penetrates the richest cotton growing districts of Arkansas. Our interests and fortunes are inseparably linked with those of the southern States, and if cities may be built and great routes of travel and commerce perfected within their confines it is infinitely to our advantage, as in consonance with our feelings and prejudices. Dallas, if this road be built, gains another competing market in which to sell cotton and cattle and buy groceries and supplies, and surely the people of Dallas will render at least that assistance involved in giving deserved preference to the Memphis route of travel, and, whenever possible, preferring it as the route for freights.

The above is in the right spirit, and is true, every word of it. Memphis is the nearest, and in prices is the best market for Dallas and all the surrounding and intervening territory, and she is also the nearest point for the transhipment of cotton and returning merchandise to and from Texas and the north. Even now, when the Cairo and Fulton, and the whole length of the Little Rock railroad has to be utilized to reach this point from Dallas, it is the best and the cheapest. Memphis is a cotton market, the second in the Union. St. Louis is not, and never can be, a successful competitor with us for the staple. Chicago might just as easily claim to be the competitor of New York as an importing point, as her very enterprising and ably managed papers threaten in their moments of gas-ebullition and buncombe. Even now, with all our drawbacks, Memphis is the natural market for northern Texas and Louisiana, and should be, with present facilities, in the enjoyment of the very lucrative trade of those sections. With a road from Devall's Bluff, *via* Pine Bluff, however, we would be in still better condition to satisfy the demands of that trade, and facilitate and maintain it. Dallas, notwithstanding the correspondent of the *Herald* above, does not need to wait for the consummation of that highway, and we trust she will not. After what her leading men have seen and say of Memphis, we expect better things of her than to trade with St. Louis, and pass our very doors, refusing tribute until that road is completed. They should, as we hope our merchants will, take advantage of the Memphis and Little Rock and the Cairo and Fulton railroads, and so create and maintain a bond that may in time be strengthened by the shorter route *via* Pine Bluff. Memphis men now in Texas are working to that end, and it only remains for the Texans to help them to witness the full development of a trade mutually beneficial and profitable. Meanwhile we suggest the propriety and feasibility of the construction of the road from Devalls Bluff *via* Pine Bluff, by the joint labor and effort of all the railroads centering in Memphis. To them this would be a comparatively easy job. They have credit in the market, and their indorsement of the bonds necessary to raise money with which to build and equip would make them a sure investment, and therefore easy to be negotiated. Besides this, Shelby, and all the counties in Arkansas and Louisiana to be traversed, would respond more readily to the demands of so strong a corporation, than to those of a few speculators without character in the money market, and who would be compelled to rely solely upon public securities for success. Such a company would be strong enough to enter the lists in competition with all the proposed eastern feeders and connecting lines with the Southern Pacific, and might even compete with Tom Scott's combination for not only the trade of Texas and north Louisiana, but that of New Mexico and the far Pacific. Will the managers of the Louisville, Paducah, Tennessee, Little Rock, and Charleston railroads think of this, and uniting for the purpose of building a western connection that shall be mutually theirs, confer a benefit upon Memphis, such as, under existing circumstances, is simply impossible?

WHITE VS. BLACK.

There can be no abatement of interest in and for the success of the white man's ticket in Shelby county until the Radical opposition concede they are wrong, and give up all idea of black supremacy through the civil rights bill. It was on the white basis so forcibly enunciated and clearly stated by the APPEAL that the victory of Thursday was won. Every white man in Shelby county realized that "blood is thicker than water," and voted on the color line because he could not endure the thought of mixed schools and possible race amalgamation. The Radicals made the issue through their representatives in congress; we accepted the gauge of battle and achieved a victory which, following upon that won by our friends of Vicksburg, proves "there is life in the old land yet," and that to those who learn to labor and to wait victory is some time certain. Like our respected correspondents, whose communications we print elsewhere, we are not unmindful of, nor ungrateful for, the part played by the negroes during the war, and we have no war to make on them now, only as we find them arrayed against us for civil rights, and all the evils that are to follow in the wake of that odious measure. This is a free country, and all are free to think and vote as they please, but if the negroes continue to oppose us *en masse* in the future as in the past, and to brag and boast of their intention to invade our family circles, as did the shameless and reckless scoundrel, Davenport, of Vicksburg, then they must look for us to oppose them on the color line, all men of white blood standing shoulder to shoulder—fixed, unalterable and determined.

THE BEECHER SCANDAL.

The scandal which has so long held the public mind, is still well up to the front, and as far from a result, definite, fair and just to all parties, as ever. The committee packed by Beecher continues to do its work as he originally intended, and the New York press is still engaged in the labor of stamping Tilton in the mire of his own filth. Now and then the poor woman (Mrs. Tilton), the most pitiable figure in the wretched drama, comes to the footlights, sad and sorrowful, unsteady of nerve and unnerved of purpose, wailing a general denial and repeating the story of her husband's neglect and shameless adulteries, while that husband, intrenched behind his masterly statement, with its corroborating documents, reiterates, almost *verbatim*, its disgusting details. Beecher, meanwhile, offering not so much as a word, waiting, as he says, until the evidence for the prosecution is all in, when he promises us something by way of a settler. This we will shortly have; for Moulton is now before the committee with his documentary evidence, under the advice of Ben Butler, one of the ablest criminal lawyers of the country, and we may hope that when he is done with the fallen preacher, he will lose no time in giving us his final say-so, and the committee their verdict. With this latter we have no idea that Tilton will be satisfied, unless, as the public has no reason now to expect from it, Beecher is adjudged guilty. We shall therefore look for a revival of the great scandal in the courts, in an application by Tilton for divorce from his wife, on the grounds of adultery.

PRIDE OF RACE.

Whatever else may be said of them, it can never be charged against the Irish people that they are insensible of the wide and impassable gulf that divides the white from the black race. In intellectual activity, wit, and devotion to all the higher principles that distinguish the white races, it is among the noblest. We are, therefore, not surprised to receive the following from an Irishwoman, who gives free vent to her pride of race, and indicates what her sex would do, were the ballot-box within their reach, for the preservation of the white man's government. She says:

EDITORS APPEAL—Will you please accept the heartfelt gratitude of a true Irishwoman for your unwearied exertions in this election. Our hearts are filled to overflowing with joy to God, and our countrymen for their true and noble patriotism in coming forward like brothers yesterday and showing what Irishmen can do, when some of their own countrymen would try and bring them to the level of the poor, ignorant and misguided negro. But now they see whether they can carry a thousand Irish votes in their pocket or not. If Irishwomen could do as the men did yesterday, they would swell your majority to ten thousand, but suffice it to say our choice, Mr. Reilly, with all the rest of his ticket, is elected, and we are satisfied. IRISHWOMAN.

Let this brief note, so full of all that is noble, true and right, serve as the text for the future of all Irishmen, in whatever of political contest there may be before us in Shelby county. There is plenty of work yet to do, and "Irishwoman" may do at least a woman's part toward the accomplishment of it as thoroughly as the work of Thursday, which must forever remain the golden day of all the days of August, 1874.

TELEGRAPHIC SUMMARY.

Madison county, Tennessee, will hold its convention to nominate a senator, floater and representative to the legislature on the first of September.

The railroad war concerning the rates of passage for immigrants bound west, which opened in March last, has just been brought to a close in New York. The combatants were the New York Central, Hudson River, Erie and Pennsylvania roads.

During the first seven months of the present year seventy-eight thousand three hundred and fifty-three immigrants were entered at the port of New York, a falling off of one hundred and five thousand five hundred and fifty-nine, compared with the corresponding period of 1873.

John Frank committed a rape on the person of Elizabeth Barton, near Mayesville, Indiana, Tuesday, by threatening her life. He was soon after arrested, and it was feared at a late hour Tuesday night that he would be lynched by the enraged citizens—this being the scoundrel's third victim.

The German government has sent a note to the government at Versailles, France, protesting against the Carlists using the Pyrenees mountains as an arsenal, and that the French government must maintain a strict neutrality on the Spanish question, or other powers of Europe will be asked to interfere.

The Lauderdale county (Tennessee) convention, which met on the third instant, nominated C. S. O. Rice as the Conservative candidate for the legislature. A resolution was passed which declares General William Conner, of Lauderdale, to be the first choice of the convention for governor of Tennessee.

The secretary of the late railroad convention, at Saratoga, says the purpose of that meeting was to secure the adoption of some co-operative plan of freight and passenger rates between competing companies, and stop the nefarious practice of paying rebates or drawbacks on freight shipments, and commissions to ticket-sellers.

Rev. Howard T. Alexander, of the eastern shore of Maryland, is charged with seducing a Miss Shorter and the ruin of her family, and religion has probably been set back a century on the eastern shore of Maryland, which the few people who had already been converted exceedingly regret. 'Tis a bad business, and has a very depressing effect in Bucktown.

Kentucky is still the dark and bloody ground. In an election quarrel in Greenville, Hon. M. D. Hay, a prominent citizen, was shot and mortally wounded by Deputy-Sheriff Craig. In Lexington an Irishman named Trainer was shot and killed by John Tilletson, Republican candidate for jailer, against whom Trainer had voted. In Lawreneeburg a young man named Redding was shot and killed by the town-constable, whom he had attacked.

The steamship Tagus will carry out from New York, as portion of her cargo, ten powerful locomotives of American manufacture. She is bound for Taganerod, Russia, at the extreme northern point of the sea of Azor. The locomotives were ordered, some months ago, for a Russian railway. A considerable quantity of shot and shell, belonging to the Turkish government, will also go forward by the Tagus, and will be discharged at Constantinople.

St. Louis has received intelligence that a band of Indians entered Fort Gibson Monday night, breaking open the jail and liberated an Indian charged with the murder of a white man in the Indian Territory and confined by the United States marshall. On leaving, they discharged their guns close to the commanding officer's quarters. They threaten that if any more Indians are confined they will burn the town. Such things may be looked for at any time, there being only six or seven soldiers in the garrison.

Ernest Ortwein, the murderer of the Hammett family, who is now in jail at Pittsburg awaiting the signing of his death warrant by the governor, has made another confession. In his first he said his object was to get money supposed to be in the house. He now says that he attempted to outrage Ida, the oldest girl, aged eight years. Her screams aroused the other two children, so alarming him that he killed the whole three. When Mr. and Mrs. Hammett returned home he also killed them and set fire to the house, hoping to cover up all traces of his horrible crime.

Germany has a Beecher-Tilton scandal. The husband of the woman puts it this way, under oath: "I, Frederick Amann, of Stuttgart, Wurtemberg, charge the Rev. Augustus Kapff, prelate and presiding divine of all the Suabian Protestant dioceses, with having willfully, meanly, and by false religious representations, seduced my heretofore virtuous wife, Anna Amann, née Strauf. I furthermore charge the aforesaid Kapff with having cohabited with my aforesaid wife many times during my absence on commercial business. I also charge him with having taken her to the watering-place of Ragatz, where they lived as man and wife. I finally charge him with being the father of the child (a daughter) born four months ago. I wish to add to this arraignment of the Rev. Prelate Kapff that I hold him solely responsible for these infernal outrages; that my wife is a poor, religion-struck creature, who fell, not knowing what she was doing; that I have but reluctantly asked for a divorce from her, and regret not having contented myself with having demanded that the Rev. Prelate Kapff should be confined, in consequence of this seduction of my wife, in the cellular prison of Wurtemberg for many years at hard labor; and that I pray the government, furthermore, to strip the Rev. Prelate Kapff immediately of all his ecclesiastical dignities." The unfortunate wife of Mr. Amann at first endeavored to defend herself by saying that her relations with Prelate Kapff had been entirely innocent; but when she was told that her husband had brought a suit for divorce against her, and demanded that she should also be sent to the penitentiary for adultery, her reason gave way, and she is now an inmate of the lunatic asylum at Thurgovia, in Switzerland, her native place. There she calls herself the Virgin Mary, and pretends to be the wife of Martin Luther.

The European Crops.

NEW YORK, August 5.—The latest mail advices from Europe in regard to crop prospects are not so good as the last preceding report, though the French wheat crop is a good average one, still the hopes that it might be classed among the rich crops will not be realized. Rye and Barley will yield a good quality, but rather a limited quantity. Complaints about oats have in consequence of the heat, become more bitterer. The official *Bulletin* says the continued July heat has done harm only in comparatively small parts of the empire, but was pretty damaging to barley, oats and feed. Rye and wheat look well, and corn is also looking well.

The Anniversary of Iceland.

NEW YORK, August 5.—The excursionists accompanying Mr. C. W. Field to Iceland, who go out to attend the millennial celebration, report the progress of their journey in the following words, under date of July 26th: "We arrived at Thorsham, Faroe islands, yesterday afternoon, all in good health and spirits. The King of Denmark reached Thorsham a few days before us, and will sail for Iceland to-morrow afternoon. We shall leave to-morrow morning, as we wish to be in Iceland when the king arrives. We are all delighted with what we have seen. This morning the church at Thorsham was full of persons anxious to hear the sermon, and perhaps some to see the king of Denmark, who was present. Thorsham presents a gay and beautiful sight. Every vessel in the harbor and every house in town is flying the Danish flag. Our steamers have the American flag flying at the fore, the Danish flag at the main, and the English flag at the stern."

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WE take pleasure in announcing that the Rt. Rev. C. T. Quintard, D.D., LL.D., has associated himself with in Faculty as Lecturer on English Literature, etc. For circulars apply to GEO. BECKETT, Columbia, Tenn.

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Session Begins Thursday, Sept. 1, 1874.

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