MEMPHIS APPEAL

TUESDAY, : : : OCTOBER 19, 1875.

GOVERNOR SEYMOUR AND THE SOUTH.

Take him "for all in all," Governor Horatio Seymour, of New York, may be regarded as one of the purest and ablest of American statesmen. All of his utterances are characterized by great wisdom. He seems conversant with all public questions, and he is wise in council, discreet in action, and possesses a dignity that would adorn any position. His bitterest enemy has never dared to impugn his private character. In that respect he is unassailable. He has never been accused of wronging a human being in person or purse. Governor Seymour is a type of such men as Silas Wright. Every word that falls from his lips or his pen only serves to impress his countrymen with his statesmanship and his greatness. We are led to these comments by the following extract from a letter addressed to the committee inviting him to attend the Georgia State fair:

In five years from this time the census will show our numbers to be more than fifty millions. The day, then, is dawning when the lands of the south will be greatly lifted up in value. I have given much time and thought to the agricultural condition of the United States. I have traveled extensively, and I have examined with care into the industrial interests of all sections, and I am confident that ere long the south will get a large and growing share of those who are seeking new homes either from Europe or from the older States of the Union. This flood tide will bear with it wealth and varied industries. I pray for the day when the south shall be prosperous in all its pursuits, for until it is so there can be no assured pervading welfare in other sections of our Union.

These are the utterances of a wise statesman. Governor Seymour is right in declaring that without the prosperity of the south "there can be no assured pervading welfare in the other sections of the Union." The policy pursued toward the southern people has brought its natural fruit—injury to both sections. Intelligence with the intelligent tax paying people, and the organizing of the blacks against the whites, have prevented that prosperity in the south which Governor Seymour says is indispensable to the welfare of all sections. While the north has been marching forward, increasing in population, multiplying production, and riioting in the apparent strength that had been produced, we of the south were retrograding, dwindling in production, and depressed in gloom by the destruction of our industries. One of the limbs of the body was paralyzed by the Radical policy. Its prostration and weakness tended to the injury of the whole country. No where on the globe is there such a field for the production of the staple commodities calculated to increase national wealth as is found in the south, and if our people had been let alone their productions would have greatly increased. The national debt can only be paid out of the surplus earnings of the prosperous, and if all are prosperous the burden is lightened to both sections. Governor Seymour speaks wisely in asserting that the prosperity of the north largely depends upon the re-establishment of southern industry upon a basis just to all classes, and the reopening of that great market for our manufactures and surplus crops. Take the three great States of Alabama, Louisiana and Mississippi, as examples of this policy of non-development, depression of industries and deprivation of local government and see the results. As shown by the census reports there were nearly three million of acres less in cultivation in these three States in 1870 than in 1860, and a decrease of three hundred and fifty million dollars of the actual value thereof. Why so enormous a decrease in valuation? What causes operate for evil in so astounding a measure? Glance at the same official documents. While actual value had decreased by more than one-half, local taxation had increased more than twofold. What a comment ary on the substitution of a military for a civil rule! What blessings a personal government in the room of local and constitutional control have brought as its results! Look, now, at the contrast in the production of but one of the great staples of these States: In 1860 Alabama produced 989,955 bales of cotton; in 1870 she produced but 429,482 bales. In 1860 Louisiana produced 777,730 bales, while in 1870 she produced but 350 835 bales. In 1860 Mississippi produced 1,202 509 bales, while in 1870 she produced but 564,938 bales. These appalling figures show the evils of Radical rule. The only remedy is in the plan suggested by Governor Seymour. The prosperity of the south secures the prosperity of the north.

FACTORY LABOR NORTH AND SOUTH

Capitalists are indisposed to embark in southern manufacturing, under a mistaken apprehension that labor is cheaper at the north than in the south, and that the south cannot therefore compete with the north. But this fallacy has been exploded by figures. Georgia is extensively engaged in factories, and it has been demonstrated that the labor in this southern State is cheaper than that paid in Massachusetts. A correspondent—a mechanic familiar with the prices paid for labor in both Massachusetts and Georgia—shows through the columns of the Augusta *Chronicle and Sentinel* the expense of running four divisions, carding, spinning, dressing and weaving, as follows:

The managers get	*North.*	*South.*
Carding overseer	$23 00	$10 00
Spinning	22 50	10 00
Dressing	22 50	10 00
Weaving	20 00	15 00
	$89 00	$41 00

Or fifty-six per cent. more south than north. That is, the boss department. Now let us see the hard workingman and woman's department:

First Carding.	*North.*	*Georgia.*
Picker tenders	$7 50	$5 00
Railway head	5 25	4 68
Drawing frame	4 50	4 70
Speeder tender	7 00	6 05
Card grinders	9 75	8 40
Strippers	7 25	6 00
	$41 05	$34 83

Twelve and a half per cent. less south than north.

Second Spinning.	*North.*	*South.*
Frame spinners	$5 10	$3 20

Thirty-seven and a half per cent. less south than north.

Third Weaving.	*North.*	*South.*
Weaving	$9 17	$6 00

Forty per cent. less south than north.

First Dressing.	*North.*	*South.*
Spoolers	$6 00	$4 00
Warpers	6 75	6 25
Twisters	6 00	6 00
Dressers	13 50	11 00
	$32 25	$27 75

Or thirteen per cent. less south than north. In both Georgia and South Carolina the figures demonstrate that these two southern States perform as much labor to the loom as is done in Massachusetts, while the cloth is superior and sells more readily. With cheaper labor, and the raw material at the door of the southern manufacturing establishments, there is nothing to prevent the southern people from manufacturing all the cotton they raise. Such a policy will quicken and vitalize every interest of the south. The farmer and planter will be enabled by it to find an increased demand and a more remunerative market for their products, and their lands and tenements would appreciate in value with the influx of capital and the speedy increase of skilled labor. The figures adduced by this Georgia writer demonstrate that labor is cheaper in the south than in the north. Is it not, then, strange, folly, suicidal to permit cotton to employ millions of hands in the northern States in manufacturing goods which the south helps to consume, and upon which she pays a handsome profit to the manufacturer and the merchant, in addition to the commissions and expenses incident to the exportation of the raw material and the importation of the manufactured goods?

THE exhibit made by the central council of the property-holders' union of Louisiana, is the strongest argument against Republicanism yet offered to the public. Reviewing the different items of what purports to be the State debt, it specifies each act which authorized the issue of bonds or other evidences of debt. It shows that the different legislatures have voted, mainly to private individuals, bonds which aggregate in principal and interest for the whole time they have to run, more than the entire value of the taxable property of Louisiana. In addition to which it also asserts that if city and parish bonds donated in like manner be added, the aggregate will be nearly double the value of the taxable property in the State. The total debt authorized by legislation, according to this report, reaches $75,528,280; but deducting $4,000,000, the estimated amount of miscellaneous debts of all sorts regarding which no satisfactory information can be had, and various bonds of different classes which were authorized but never issued, there still remain liabilities to the amount of $50,312 280, exclusive of interest, which were actually incurred and remain unpaid. Of this debt $8,134 000 was issued for levee purposes, $21,000,000 of a State debt being also created in the form of a levee company, which has not yet done anything worthy the name of levee, General Jeff Thompson having made a report a few days ago that the State was yet at the mercy of the father of waters. In addition to this fraud there is that of the Vicksburg, Shreveport and Texas railroad company, yet unfinished, and for which many hundreds of thousands of bonds were issued; also the New Orleans, Mobile and Chattanooga railroad company, to which bonds amounting to four million dollars, bearing eight per cent. interest and running for forty years, were issued, thus binding the tax-payers to pay altogether, in principal and interest, the sum of sixteen million eight hundred thousand dollars, the company having agreed to build a road to Houston, Texas. No road has been built further than Donaldsonville, eighty-two miles above New Orleans, and that has been sold under a first mortgage, the State having received neither value nor security for its advances. And yet, in the face of these facts, Republicans are asking for the confidence of the people and the election for a third term of General Grant.

IN a speech recently made at Paris, Major W. J. Sykes gave several remarkable instances of towns in Tennessee that had improved considerably since the year 1873, even during the "hard times." Among others, he gave Jackson and Paris as illustrations of what a spirit of enterprise would accomplish. He said: "Jackson was a model of enterprise. In addition to her railroad subscriptions, which had been liberal, she had given sixty thousand dollars to get the workshops of the New Orleans road. The effects of the liberal policy you all know. But if you want to see the effects of a railroad subscription look at the west side of your public square. The vote of Paris to the Cairo and Tennessee river railroad was taken in September, 1873; and since then, in the midst of 'hard times,' the finest block of buildings in Paris had been erected, in fact, buildings worth more than all the other buildings on the square which they had been *forty years in erecting*. All of these buildings he believed, were occupied, and the wealth of Paris had been increased twice as much as the amount of her subscription. When there was no public spirit, no improvements were being made, and there was no increase of wealth."

DR. WILLIAM H. HARVEY, of Hot Springs, asks that the people of Arkansas assist him, with contributions, in the formation of an ethnological collection for the Centennial exposition. He says he desires and designs making a collection of Indian skeletons, photographs or portraits, axes, arrow-heads, pipes, pottery or pieces of earthenware, idols, images, and, in short, everything which has been fashioned by the hand of an Indian, or used in any way by him. He also wants illustrations of the ethnology of living tribes, such as various articles of dress, pipes, implements of fishing and hunting, of war, agriculture and manufacture, domestic utensils, models of boats, lodges, tents, trappings of horses and dogs, mats and baskets. All collections to be sent to him, at Hot Springs, free of expense; or, if too large to be sent, a list of the articles can be mailed, and the articles held subject to his order. We hope the people of Arkansas will respond to the doctor's request, and that a full collection will be the result.

ON THE first Monday in October the quarterly court of Wayne county submitted a proposition to the people of that county to vote one hundred and twenty-five thousand dollars to the Memphis and Knoxville railroad company, only one justice of the peace voting against the proposition. It is thought it will be carried by a large majority. Wayne is one of the counties in which a railroad subscription may be made by a majority vote. The election will take place on the ninth of November. If this subscription should be carried the road will be built from Pulaski to the Tennessee river during next year. General Neely is very sanguine, and hopes to have the whole road from Memphis to Pulaski under contract during next year. As he succeeded in getting the Mississippi Central road through Tennessee, we hope he may succeed with this project which will so much benefit Memphis.

IN a speech delivered a day or two ago in New York, said Colonel Frederick A. Conkling: "Unquestionably the trade of the Mississippi valley is the greatest commercial prize that was ever struggled for. Within the life of the child of to-day, there will be a population of one hundred millions of hardy, industrious freemen in that valley, and such a stream of wealth as has never been seen before will pour from it into some city by the side of the Atlantic." He thinks that city should be New York. But if here, in the south and west, we are wise, and properly encourage English capital and enterprise to come and develop this noble territory, and help to establish direct trade, that city will be a southern one—New Orleans, of course—and the whole Mississippi valley will profit by it.

THE greenback advocates held a meeting in Evansville Saturday night. General Shackleford presided. Resolutions were adopted opposing unlimited inflation and injurious contraction; demanding the repeal of the resumption law and the substitution of greenbacks for national bank notes; in favor of the three sixty-five interconvertible bond, and the faithful fulfillment of every government obligation. Peter Lemoin, a large wholesale merchant, was elected president of a permanent organization.

PROFESSOR JENNY, chief geologist of the Black Hills expedition, returned to Cheyenne Saturday, and reports that the Hills will support thousands of miners when the government opens them to settlement. The valleys are all adapted to agriculture, and the hills and canyons to stock raising. Rainfall is plentiful and timber abundant.

NARROW-GAUGE RAILROADS.

What is Doing in Texas to Build Them—Connection with Memphis Wanted.

The question of the construction of narrow-gauge railroads seems to be agitating almost every portion of the country, and especially the rising and prosperous cities of the south and southwest. It is gratifying to state that the projectors of these now very popular roads all seem to be anxious to make Memphis the grand terminal point, as at this city the Mississippi can be crossed at all times and seasons of the year. They are intelligent enough to see the great natural advantages which Memphis possesses, and the brilliant future in store for her as a city, if her citizens will only exercise that meed of enterprise for which they have been so long celebrated. Many growing cities in Texas are stretching out their arms toward the Bluff City, and the city of Shreveport, Louisiana, is also anxious for a railroad connection with Memphis by means of the narrow-gauge. It has been found by the fullest experience and a fair trial that narrow-gauge railroads are certain to pay handsomely, if properly managed. They can be easily and cheaply operated, and are very popular with passengers, while freights of all kinds can be carrid at this most moderate rates enabling them to compete most successfully with any broad-guage road in the country and bear away the palm.

Among the narrow-guage roads whose officers are wishful for a connection with Memphis is that of the Southwestern and Rio Grande, and Shreveport and Southwestern consolidated railway companies. The headquarters of this road is at Shreveport, and ten miles of it is now graded. The charter provides that the road shall commence at the Arkansas State line, and terminate at the mouth of the Peros river, on the Rio Grande, making the following points: Shreveport, Logan's ferry, Nacogdoches, Crockett, Waco, and other cities in Texas. The road also connects with a narrow-guage road to Houston and San Antonia, Texas. The State of Texas has given the company a land grant of sixteen sections to the mile all along the line of railroad, which is very valuable. Already about a dozen narrow-gauge roads have been chartered by the legislature of Texas, and it is reported on good authority that all or nearly all are anxious to make Memphis the crossing point of the Mississippi river, and in order to carry this into effect a convention of all the parties interested should be held in Memphis on an early day. Colonel W. S. Haven, president of the Southwestern and Rio Grande railroad, above mentioned, has been in communication with Colonel John Donovan, president of the Memphis and Raleigh road, and urges the holding of a convention of the character referred to. He suggests the propriety of interesting the denizens of the cities of the Ohio river counties in the subject, which is certainly one of great importance to this section of the country.

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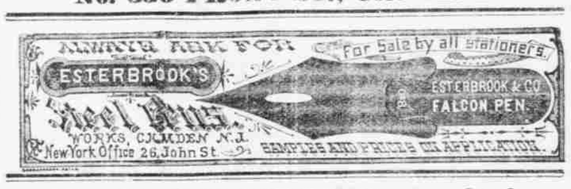

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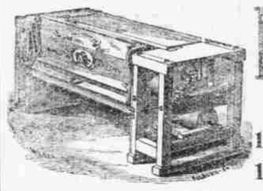

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Trustee's Sale.
BY virtue of the terms of a certain Deed in Trust made to me on the 29th of September, 1871, by R. C. and H. L. Brinkley, which is of record in the Register's office of Shelby county, Tennessee, in book 88, page 230, and at request of the holder of the debt therein secured, (the said debt, interest and costs being due and unpaid,) I will proceed to sell, to the highest bidder, at public sale, for cash, at the southwest corner of Main and Madison streets, in Memphis, Tennessee, on
Saturday, 20th Day of November, 1875,
at 12 o'clock noon, the property described in said trust deed, as follows—to-wit: Being lot No. 345, as known upon the plan and map of the city of Memphis; beginning at the intersection of the east line of Second street with the south line of Jefferson street; running thence east, with the south line of Jefferson street, one hundred and forty-eight and one-half (148½) feet to a stake; thence south, parallel with Second street, seventy-four and one-quarter (74¼) feet, to a stake; thence west, parallel with Jefferson street, one hundred and forty-eight and one-half (148½) feet, to the east line of Second street; thence with said east line, seventy-four and one-quarter (74¼) feet, to the beginning corner.
All equity of redemption is barred by said trust deed, and the title is believed to be good, but I sell as trustee only.
oct17 W. Y. C. HUMES, Trustee.

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