THE MEMPHIS DAILY APPEAL.

ESTABLISHED 1840. MEMPHIS, TENN., SATURDAY, OCTOBER 30, 1875. VOL 35, NO 255

WEATHER PROBABILITIES.

WASHINGTON, October 30, 1 a.m.

For the upper lakes, the upper Mississippi, the lower Missouri and the Ohio Valley and Tennessee, rising barometer, northwest winds, falling temperature, cloudy weather, and snow or rain.

THE great demonstration which is to close the labors of the Conservative-Democracy of Mississippi, comes off to-day and to-night at Hernando. Senator Gordon, of Georgia, and Representative Lamar, of Mississippi, gentlemen who have labored successfully and persistently for the relief of the southern people since their appearance upon the congressional field, are to be the principal speakers, and we predict will more than meet the anticipations of the people. A free train will run this morning from Memphis, and it is expected there will be a large attendance of Memphians to reinforce the crowd of Mississippians who will flock to make the occasion the grandest and most effective of this most important canvass.

THE circular of the chamber of commerce and the opinions of the press, which we publish elsewhere, having reference to the Southern Pacific railroad, are good reading. It will be seen from them that Memphis is not to be behind St. Louis, and that Louisville is prepared to second us in whatever we may be able to accomplish. San Diego, it will also be seen, sticks close to the text which called her into existence, and insists upon being made the western terminus of a road that can be built by congressional aid if only we can go before the national legislature without any taint of job or jobbing, without any entangling alliances with existing charters or roads, or compromises with Tom Scott, or any others who may seek to take advantage of the public clamor for the consummation of this great enterprise. What we want is a railroad without dead weights or clogs—a new enterprise with branches only to those cities that now have no direct connection with the territory through which the Southern Pacific should or may pass. The press and the money power of the east and west are opposed to us, and unless we come before congress with a purely *southern* enterprise, for the benefit of the southern States and people, and not for an eastern clique or company, we might as well call a halt and leave railroad connection between Memphis and San Diego to the distant future and private enterprise.

THERE will be another grand torch-light demonstration by the Conservative-Democrats of Grenada to-night. They have determined that the canvass shall close in a blaze of glory.

NATIONAL BANK USURY.

The Recent Supreme Court Decision—Its Probable Effect on the Money Market.

Washington Correspondence (October 29th) of the New York Herald.]

An important decision, and one having a direct bearing on the money market, was rendered to-day by the United States supreme court, Judge Swayne reading the opinion, in the case of the Farmers and Mechanics national bank, of Buffalo, against Deering. The case came up here on the appeal of the plaintiffs from the decision of the supreme court of New York State, which non-suited them in an endeavor to recover the principal of a note which they had discounted at a usurious rate of interest for the defendant. The total amount of the usury was only a few dollars, which sum was paid in excess of the legal discount of seven per cent. Under the civil code of New York, both principal and interest in a usurious transaction are forfeitable, and the usurious lender is also punishable under the criminal code for misdemeanor. But the penalty for usury prescribed in the national bank act is altogether different, and much less severe—that is, there is no forfeiture of principal at all; but the borrower, who has paid more than the legal rate, may refuse to pay the interest when it falls due, and, in case the usurious interest has been taken off in advance, may recover in an action for debt twice the amount of interest so charged and deducted. This variance between the national and State laws has been a mooted subject for a long time in financial circles, the national banks believing that the former law overrode the latter, at least in transactions in which they were concerned, and that they might practice usury without greater penalty than that of the interest stipulated for in the usurious transaction. The decision to-day is in their favor on this point, the United States supreme court holding that they are amenable to the laws of the United States, and are not subject to the jurisdiction of the State in the matter of a forfeiture of the principal of such loans. The Farmers and Mechanics' bank can, therefore, compel Deering to pay the principal of his note. The settlement of this question is going to have an important effect upon the money market, and in the case of New York city and Wall street will hush up the cry for the repeal of the usury laws, for the reason that in times of monetary stringency the national banks will take the risk of lending money at higher rates than seven per cent. through trustworthy and honorable banking-houses, and thus defeat all speculative machinations and combinations for the locking up of money. As long as the principal of such loans was in jeopardy the national banks were afraid to interfere. But now that they can at most lose only the interest, and then in very rare instances, the long looked for solution of a steadier money market is believed to be reached in this decision of the supreme court to-day, which, in one view of it, is a virtual repeal of the usury laws.

TELEGRAPHIC CLIPPINGS.

Hon. Amasa Walker died in Boston yesterday, aged seventy-four.

The duchess of Edinburgh was safely delivered of a daughter, in London, yesterday.

The Carlists have gained an important victory over the Alfonsists, at Lumber, in Navarre.

Pettigrew & Campbell, merchants of London, have failed. Liabilities, two million dollars.

Henry E. Fufield, a flour and grain dealer of Montpelier, Vermont, has suspended. Liabilities, forty thousand dollars.

A hailstorm of unprecedented violence passed over Rolla, Missouri, yesterday evening, doing much damage to window-glasses.

R. E. Smith, of Columbus, Ohio, the only surviving trustee named in the mortgage deed of the Consolidated European and North American railway, has taken possession of the road.

A. J. Whipple, seventy years old and deaf, was run over and killed by the switching engine in the Indianapolis and St. Louis railroad freight-yard, at east St. Louis, yesterday. His head was severed from his body.

A party of six persons, boating on the Susquehanna river, at Unadilla, Wednesday, were precipitated into the water by the upsetting of the boat, and Maurice Goodrich and wife and Mr. Moorehead and wife, were drowned. The Goodriches were on their wedding trip.

THE SOUTHERN PACIFIC.

Call of a Convention Relative to the Location and Construction of the Texas Pacific, and Other Matters.

What San Diego Wants, and What San Francisco Thinks Will Satisfy Her—Louisville's Say So.

The following, which has been circulated broadcast in this and the other States interested, explains itself:

CHAMBER OF COMMERCE, MEMPHIS, October 28, 1875.

DEAR SIR—It is understood that at the next session of congress the effort will be renewed to procure the passage of a bill in the aid of the Texas and Pacific railroad; and it is known that a convention has been called to assemble in St. Louis on the twenty-third of November next, to take action in regard to a Southwestern Pacific railroad. In view of the practical and vital interests involved in these trans-continental railroad enterprises, and especially in view of the transcendent importance of the Texas and Pacific road to the people of the middle, southern and southwestern States, the Memphis chamber of commerce, at a late meeting, appointed the undersigned a committee to arrange for the assembling of a convention in this city, on Friday, the nineteenth day of November next, to be composed of delegates from the States most immediately interested. The proper location of the Texas and Pacific road, and particularly of the eastern terminus of the grand trunk and its radiating branches, are matters the importance of which cannot be over-estimated in the influence they will exert upon the general prosperity of the southern and southwestern States, and especially upon the commercial welfare of our seaports and cities. The especial object, therefore, in the call of this convention at Memphis—a city that feels itself most deeply interested—is for the purpose of conference, and to secure harmony of views and concert of action, without which no reasonable hope can be entertained of a successful application for the aid of the national government; and we cordially invite and earnestly request that those who feel an interest in common with us, and especially the people of the middle, southern and southwestern States, to meet with us here in convention on the day designated by the chamber of commerce—whose wishes we represent—to take such action in the premises as may be deemed advisable. Respectfully,

F. S. DAVIS,
JACOB THOMPSON,
S. H. DUNSCOMB,
ENOCH ANSLEY,
J. W. CLAPP,
T. J. LATHAM,
SAM. M. GATES,
Committee.

To facilitate the deliberations of the convention, the committee would respectfully suggest the following mode of representation:

That the governor of each State represented, appoint not exceeding five delegates for the State at large, and one for each congressional district.

That each city or town appoint but two delegates for a population under five thousand, and one for each additional ten thousand.

That each chamber of commerce, cotton exchange or board of trade, will appoint for fifty members one delegate, for one hundred two, for three hundred three, and for each additional two hundred members, one delegate.

That each incorporated railroad, steamboat or mining company will appoint not more than two delegates.

All members of congress and United States senators, who constituents are interested in the enterprise, are cordially invited to be present and participate in the deliberations of the convention.

Arrangements have been made with railroads terminating at Memphis to carry delegates to and from the convention for one fare.

F. S. DAVIS,
Chairman Committee.
JOHN S. TOOF,
Secretary Memphis Chamber of Commerce.

Opinions of the Press.

San Diego Daily Union, 6th inst.]

The Texas and Pacific company has appeared before congress and asked the passage of an act to guarantee the payment of the interest—five per cent. annually in gold—on an issue of bonds not to exceed the sum of thirty-five thousand dollars per mile of the road. It pledges, as security to the government, its whole road—four hundred and eighty miles now in operation—all its lands and franchises, and transportation service for mails, military supplies, etc. The security is perfect. The government will never be called upon to pay one dollar. Congress is urged to extend the aid asked, upon the grounds of sound public policy and wise statesmanship above set forth, and also as a measure of national economy; it having been clearly shown that the completion of this road will afford a saving of about five millions annually to the treasury, by cheapening the transportation of the government and reducing the military establishment on the frontier. The array of public sentiment in favor of national aid to the Texas and Pacific railway is overwhelming. The people of the southern and southwestern States are unanimous in asking for aid; two-thirds of their legislatures have passed resolutions instructing senators and requesting representatives in congress to support the measure; and every chamber of commerce and board of trade in those States has memorialized congress in this behalf. In the northern and western States a vast majority of the people are in favor of aiding the construction of this competing road. The laboring classes of the great coal and iron producing States have sent up monster petitions, numbering thousands of names, calling for the passage of the bill before the last congress. On the Pacific slope the sentiment is, as in the south, unanimous. There has nowhere been manifested, in the length and breadth of the Union, any respectable opposition to the proposition to aid the building of the Texas and Pacific railroad. The only protest against it is that of the owners of the existing monopoly line, who have employed some able but unscrupulous attorneys, in and out of congress, and a few large newspapers to oppose the establishment of a competing road. The monopoly is able to pay well for the services of its employees out of the millions that it has wrung from the people, and through the unsparing use of gold it has commanded a zealous and hitherto effective support. But the day of its power is passing—has passed away. No corporation or combination, however powerful, can successfully resist for any length of time the will of an entire people. The time has come when the domination of a monopoly in the trans-continental railway traffic of America must cease. A congress will assemble in December next which will give the nation what it has so long waited for—the great Southern Pacific railroad—an independent, competing line between the Atlantic and Pacific oceans.

San Diego Daily Union, 13th.]

Now, as to the "direct route," we have to say that we are convinced that such a route, practicable for a railway, can be found, and we believe that the Scott company will adopt it. We believe that the logic of circumstances will compel its adoption. Only by building over the "direct route" can the Texas Pacific be in fact an independent, competing line. Entering California by this route it is master of the situation; it cannot be "headed off." And its construction directly through to San Diego will compel San Francisco to build down the coast to this bay for a connection; the coast road would be finished simultaneously with the transcontinental line. Moreover the situation has wholly changed within the last three years. The Scott held the dominant position at San Gorgonio; now Stanford holds it. The Central Pacific company is running its construction trains through that pass to-day. In view of these facts we hazard little in predicting the adoption of the "direct route" by the Texas and Pacific company.

San Diego Daily Union, 15th.]

As for San Diego, her line of action should be sufficiently plain. This is not a "Scott" fight, nor a "Stanford" fight, nor any other man's fight. It is for us only to insist that the original southern transcontinental railroad idea be carried out, namely, the shortest and most direct line from Texas to the Pacific ocean at San Diego. We have to do with the Texas Pacific company, because it is the one that is building the road, and because we have entered into agreements with it concerning the location of its terminus. We are to insist that these agreements be fulfilled in letter and spirit. Therefore our object before congress will be to see that the stipulations heretofore made on the part of the railroad are fully recognized in the legislation that is had, and that plain provision is made for the construction of the road from San Diego eastward on the shortest line as rapidly as can reasonably be required. This is briefly what San Diego requires, and what her citizens should be united in demanding. Our interest is clear, and our interest is also the interest of California at large.

San Francisco Alta.]

"The board of trustees of San Diego have appropriated four thousand dollars in city bonds to pay the expenses of Mr. Felsenheld, who will again represent that city in Washington during the coming winter. Mr. Felsenheld is now in this city. While the people of San Diego are thus making ready for their railroad fight, the Southern Pacific railroad managers are preparing to make a proposition to San Diegans in this wise: If these people will join their fortunes with the Southern Pacific and urge the amendment of the Texas Pacific aid bill, so that the Southern Pacific may build east from San Diego until it meets the Texas Pacific, then the California company will work for the bill, and, if passed, will build the road directly east from San Diego. The direct route to Fort Yuma has been found practicable by surveys made. It is impossible to tell what view the San Diego people may take of this proposition, as the Southern Pacific does not make any promises in case it fails to pass the bill." The *Alta* might add that the Southern Pacific also proposes to push its road through the San Gorgonio pass straight ahead to Yuma, expecting to reach that point in another year.

Louisville Courier-Journal, 28th.]

We premise an answer to these quibbles with the remark that they furnish a fair sample of the animus and intentions of those who endeavor to divide southern opinion on the issue under discussion. The attempt is made to excite prejudice against the proposed route, for the purpose of preventing the construction of any Pacific railroad on southern parallels; and the writer forgets himself, and announces his hostility to any enterprise of this character in express terms. It might also be suggested as rather peculiar that a New York newspaper should argue against the enterprise on the ground that it is the scheme of a northern corporation, and that New York is destined to be the eastern terminus of the proposed route. It is an absurdity to argue that the railroad building which the government assisted had any appreciable influence in producing the panic of 1873. That result was the culmination of a vast system of speculations following an immense loss of actual wealth by war, a speculation which further impaired the available wealth of the country by dissipating it in unprofitable investments, and entailed a ruinous extravagance in expenditure, at home and abroad. The details of the system were paper money, inflation, corruption, credit instead of cash, and a headlong, feverish, misguided and reckless activity in the disguise of enterprise. Any railroad judiciously located and honestly built, and, indeed, any outlay of money in sound, productive enterprise, increased the wealth of the country, and, therefore, operated to defer the crash to which the country was being hastened by the overwhelming momentum of other influences. We need scarcely add that the financial experience of the Union Central monopoly demonstrates that the money actually spent in building their line is rapidly reduplicating itself. Furthermore, the bonds of the southern road will be sold in Europe, and its construction will bring millions of foreign capital to the country. In this respect it has an advantage over the the Union Central Pacific line, as the bonds issued by the government in aid of that enterprise were currency bonds, and were salable only in the United States. We have commented on the *Bulletin's* article, which, by the way, is scarcely equal to the standard observed by that paper, for the purpose of emphasizing the warning that when the southern people indulge in petty divisions of sentiment respecting this great undertaking they are playing right into the hands of those who, however well they may wish them in the abstract, carefully abstain *from* futhering practical measures for their advantage. We see nothing of a sectional nature in the enterprise, and the attempt to give it that character is another unfriendly device. The *Bulletin* says the Texas and Pacific is a northern enterprise. It is considered south of the Ohio a southern route, and a compromise between the two will probable hit the mark—it is a national enterprise. This it is, we candidly believe, in the highest sense, for these reasons: It proposes to relieve the commerce between the eastern and western divisions of the continent from the onerous exactions of a monopoly; it proposes a highway between our eastern and western harbors less than half as long as any now open, and it proposes to render accessible and marketable some of the finest sections of the public domain, which will remain valueless to the government, and to man, until penetrated by a railroad.

Latest from Virginia City.

SAN FRANCISCO, October 29.—The *Chronicle*, of this morning, publishes a report of an interview at Virginia City with Colonel Fair, of the firm of Flood & O'Brien, and the superintendent of the Consolidated Virginia. In reply to questions as to the working of the Bonanza, Fair said: "We won't hoist anything through the Curry at all. We will have machinery of our own again in as brief a space as possible; perhaps in two weeks. We have one hundred men working now, and have ordered all duplicates of the old machinery that we require. We can get all the timbers we want. In a week's notice we can run timbers enough in here to supply all the Comstock mines and have a supply left. Then you can just say that we have the whole matter fully in hand now, and nothing serious that I can see is possible to befall them." Curry, superintendent of the Ophir, gives assurance of a speedy renewal of work. No damage from water in any of the mines. Flood said the statement that no ore would be hoisted until next spring was all bosh. He would not say when work would be resumed until he knew certainly.

The condition of local insurance, as near as can be ascertained is: Fireman's Fund losses within $75,000, and will probably pay; Union, about $10,000; California, $8,000; Commercial, with $200,000 paid up capital, probably loses over $100,000; Home Mutual, capital $300,000, two-thirds paid up, losses, currently stated, $150,000 to $200,000. The officials say that less State investment their paid-up capital is $200,000, and their losses exceed $100,000, and said to approximate those of the Home Mutual.

PAUL BAGLEY.

Wisconsin Under Reform Administration—The Chicago and Alton Railroad—Etc.

LEMONTE, ILL., October 25.—From Eau Claire, Wisconsin, came on down to Elroy, the terminus of the West Wisconsin railroad, where it connects with the Chicago and Northwestern. This is the great through route from Chicago to St. Paul. The West Wisconsin is a new road through the great forests of Wisconsin, and you ride long distances sometimes with nothing but dreary forests on either side. The towns are new and wide apart. The whole State is far less desirable to me than Minnesota. The lumber interest seems to predominate. Black River Falls is one of the chief towns along our route, and here we had the finest audience in the State. Madison, the capital, is a very beautiful city, and there is a dome upon the capitol which appears to be nearly as high as the dome of the capitol at Washington. The grounds around the statehouse are beautiful; the hotels are fine, and some of the private residences are palace-like. The city is situated upon the border of a beautiful lake. The State is under what they call a "reform" administration. Governor Taylor is called the "farmer governor." Had an opportunity of shaking hands with him; he is a heavy-set man, with a short gray beard. He is a candidate for re-election, and the other party charge upon him and his party fraud and corruption, and say that the reform administration has cost the State much more than the old. The Chicago and Northwestern railroad, over which we came from Elroy to Chicago, is one of the greatest railroads in the country, owning and operating, according to their estimate, over two thousand miles of road, extending westward to Omaha, northwestward into Dakota Territory, and northward to Lake Superior. One who has not visited the northwest has very little idea of its magnitude and wealth. We rode down from Dakota more than six hundred miles in a southeast course to Chicago, a distance quite as great as from Chicago to Memphis; and a line drawn in extens on of this would have to be as long as from Memphis to Vicksburg before it would reach the British possessions. The general superintendent of the Chicago and Northwestern railroad is a man who looks through a matter about as quickly as one of his engineers would see a red light upon the track, and ates accordingly and correctly. The Chicago and Alton is the direct line from Chicago to St. Louis. T. B. Blackstone, Esq., the president of this road, is a man of dark complexion and rather slender build, with an air of kindness, with the characteristic quickness of Chicago. Mr. Douglass is the president of the Illinois Central, and J. C. Clark, Esq., general manager. They look through a matter in a moment and act correctly. We entered Chicago from the northwest and rode a long way on the train before we came to the depot, and then took a 'bus and went to a hotel near the great lake, and then took train and passed out to the southwest, so that we saw the extent of the great city, and it is wonderful to behold. The Grand Pacific is probably the best hotel in the city, rates four dollars and a half a day. The Matteson is good enough for anybody at three. There are yet traces of the second great fire. Where the first occurred is now the main business part of the city. There is a canal ninety-five miles long connecting the lake with the Illinois river and the Mississippi waters.

PAUL BAGLEY.

PATCHWORK.

Zach's the theme!

The Liberia militia has been called out.

General Joe Hooker is at Hot Springs, Arkansas.

The Milwaukee *Times* terms Zach Chandler an "inebriate idiot."

Zach Chandler will never become a national chandelier of dazzling glory.

Savannah has received one hundred and thirty thousand bales of cotton this season.

The Mobile *Register* says there is "an idiot upon the columns of the Chicago *Tribune*."

The St. Louis *Republican* denominates Uncle William Allen's recent Pittsburg speech "the jog-horn."

Philosophic paragraphists ascribe the decline of chivalry to the small salaries paid counter-jumpers.

The New York *Christian Union* is of opinion that "love's divine alchemy turns everything to gold."

It doesn't matter about narrow-gauge dresses, they will still wear short skirts, striped stockings and open shoes.

Gout of the stomach is the latest disease, but paupers and inmates of the poor-house are exempt from this fatal ill.

One-half of the Fiji Islanders have fallen victims to the measles, introduced there by civilized English immigrants.

It is said that "man is a law to himself." This is true, and this may account for the conflicts of laws, criminal and civil.

Jablonowski is the name of a Natchez book-dealer. It requires some little jabbering for a jabbernow, to pronounce his name.

The New York *Semi-Weekly Journal* is happy because it thinks that "prohibition is hidding its diminished head in the fall elections."

The population of Hot Springs, Arkansas, is two thousand seven hundred and fourteen. Ten thousand people annually visit the place.

Highbreeze, a higher panier and a pinback dress were the features as she alighted from a street car at the corner of Main and Monroe yesterday morning.

The Burlington (Iowa) *Gazette* says that the Des Moines *Register* "is not a vehicle of truthful intelligence." The *Gazette* may despair of getting a free ride on the vehicle.

Jersey City husbands, who want to become widowers scold their better-halves to death, and then boil over with grief. This is a startling *denouement* to mothers-in-law.

The Washington *Chronicle* accuses Don Piatt of plagiarism. The *Chronicle* is not selfish in this charge, for no paper, not even the Vicksburg *Herald*, would plagiarize its articles.

Samuel P. Soper, aged sixty years, forsook his wife and fell in love with his neice, Mrs. Pearsall, of Brooklyn. Thereupon Mr. Pearsall sues the old man for ten thousand dollars damages, and has had him arrested. The Beecherism of Brooklyn is still a mania with the aged.

The following is a specimen Vermont epitaph:

Beneath this stone lies Robert Shaw,
Who follow'd forty years the law,
And when he died,
The devil cried,
"Ha! Bob! give us your paw."

Charleston *News and Courier*: "Not long since a grape-shot was cut out of a pine tree on the Cowpens battle-ground. This is an interesting relic of revolutionary times, and most highly prized by the finder, as he refused twenty-five dollars for it." Of course this will be a Centennial curiosity, for it is probable this grape-shot was made in 1862.

An amen temperance corner lady, of New York, who opposed narrow-gauge dresses, recently died, and a milliner contributed the following epitaph to her memory:

Neuralgia worked on Mrs. Smith
Till 'neath the sod it laid her;
She was a worthy Methodist,
And served as a crusader.

The destiny of a great man is determined by the following notice in the local paragraph column of the Hot Springs (Ark.) *Telegraph*: "The course of Senator Thurman in hobnobbing with the Radicals over the hard-money plank in the Ohio platform, ought to place him out of the pale of Democratic aspirants for the Presidency. He is too much in sympathy with the bond-holders for the taxpayers of the United States.

The citizens of Hot Springs subscribed and collected seven hundred and twenty-seven dollars and fifty five cents for the entertainment of the Texas editorial excursionists, and after paying all expenses, gave one hundred dollars to the Firemen's hall and one hundred and eighteen dollars and twelve cents to the soup-house. The Hot Springs paupers are anxious for another editorial visit to their kind-hearted citizens. This is one of the few instances of benefit resulting from such excursions.

Perhaps the severest mockery yet made of the unfortunate Beecher is found in the subjoined extract from a Chappaqua correspondent of the New York *Christian Union*: "Now that Mr. Beecher has appeared again in the old firmament, how he blazes forth! The autumnal meteors are as nothing. He gives us a shower of harmless and humorous grape, capturing not only our videttes of fancy and imagination, but all our forces, clear up to the home-guard of common sense. And how he winds up the first march of the campaign with that little but powerful thing resembling a percussion shell, with its six caps bound to go off, no matter on which side it strikes, and hit everybody with a bit of truth.

BALTIMORE.

Opening of the New City Hall—Imposing Ceremonies—A Building Put Up Without Jobbery or Stealing.

From an Occasional Correspondent.]

BALTIMORE, MD., October 25.—It may be of interest to the thousands of friends of the APPEAL to read something about the dedication of the first city hall ever built in this city of over three hundred thousand inhabitants. The event of its completion was celebrated to-day in a series of the most imposing ceremonies, perhaps, ever indulged in by Baltimoreans, and the day will form one of the brightest pages in the annals of the city's history. The preparations for the event have been in progress a sufficient time to warrant the happiest results, and every citizen seemingly contributed everything to encourage the celebration of the day in a most fitting manner. Baltimore has never boasted a fitting place for public gatherings, such buildings as could be obtained having always been hired for such purposes, until a few years ago some public-spirited citizens conceived the idea of having an appropriation of two and a half millions from the public funds of the city set apart for the purpose of building a city hall of which Baltimore would not be ashamed. The appropriation made, the work was begun eight years ago, and has progressed steadily up to the present time, and now we behold a capacious structure that will compare in point of durability, beauty of architecture and adaptibility, to that of any city in the United States. It stands truly an ornament to the city, and a monument to the credit of the committee in charge of its construction. The main feature of to-day's events was the procession, in which fully ten thousand persons participated, and the addresses of Mayor Joshua Vansant and Hon. J. H. B. Latrobe, each of which might have been listened to by Memphis capitalists to great advantage. The building fronts two hundred and forty feet on Holliday street, by one hundred and fifty on Fayette; the hight of the dome above Holliday street level is two hundred and twenty-seven feet, the hight of the building proper being ninety-six feet. It is built entirely of Maryland marble. The entire cost of construction, in round numbers, was but a little over two and a quarter million dollars, and the furnishing of its interior apartments will amount to a fraction over one hundred thousand dollars. Though late in developing, the new city hall is very creditable to the prosperity, public spirit and enterprise of the citizens of Baltimore, and the building will form one of the attractive features of the city. Mayor Vansant is the chairman of the building committee, whose credit be it said that during the progress of the work not a single instance has occurred in the management of the building fund that has in the least reflected upon them—it being conceded by all no structure of its magnitude of proportions and architectural magnificence has ever been erected in any city at so little cost. You have had some experience in such matters, and of course know how to appreciate such clear reports of committee work. This city is making great preparations to do business this season, as is evidenced by the heavy stocks of goods on hand, and the activity displayed in every branch of trade; yet there is complaint of hard times. Much interest is manifested in the municipal election which comes off here Wednesday, but from the writer's standpoint the coast is clear for Mr. Latrobe, the Democratic candidate for mayor.

From the East.

YOKOHOMA, October 11, *via* San Francisco, October 29.—Events in Corea point to the possibility of speedy hostilities, though the Japanese government is still rigidly silent. A Japanese man-of-war was fired upon from a Corean fort, near the capital, and, according to report, considered authentic, though not yet fully confirmed, a landing was effected and the fort and a neighboring village were destroyed. The results and determination of the government are anxiously awaited. The reduction in public expenditure steadily continues, and a great effort is being made to restore the national finances. Secret gatherings of political conservatives in Kisto is attracting the notice of many high officials. Great preparations are making for a display of Japanese productions at Philadelphia. Bishop Williams, whose diocese formerly embraced China and Japan, is now restricted to Japan alone.

HONG-KONG, October 3, via Shanghai, October 4.—The question of the unsettled difficulty between China and England continues to occupy attention. There are numerous rumors from Pekin, the most serious of which declare that Mr. Wade would positively withdraw if all the demands were not granted by September 28th. Although China has already consented to accede to the general requirements, strong objections are still urged to a compliance with the view of the British commercial exactions, on the ground that an effort to benefit traders by the actions growing out of political assassinations is unjustifiable and indecent. If complications arise it is well understood that they will proceed chiefly from this cause. Additional disturbances on a small scale have occurred between the natives and foreigners in various localities.

MARRIED.

COCHRAN—GATES.—October 28, 1875, at the residence of Mr. Albert Estes, Haywood county, Tennessee, by Rev. J. A. Harrison, of Jackson, Mr. R. L. COCHRAN, of this city, and Miss ANNA E. GATES.

Marshall, Texas, papers please copy.

DIED.

LUCARINI.—On Friday morning, October 29th, at eleven o'clock, STELLA T., daughter of Louis and Imogene Lucarini, aged two years, four months and fifteen days.

Friends of the family are invited to attend the funeral this (SATURDAY) morning, at ten o'clock, from the residence, No. 49 Second street, Chelsea.

JOHNSON.—On Friday morning, October 29th, at 5 o'clock, of congestion of the brain, R. M. JOHNSON, aged forty-five years.

The funeral will take place this (SATURDAY) morning, at ten o'clock, from his late residence on Ross avenue, north of Poplar street.

W. Z. MITCHELL'S SCHOOL, No. 303 Third Street.

THE ANNUAL SESSION COMMENCES September 1st. Students prepared for the usual college course. All the common English branches taught. For terms, apply at the school room.

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SALE OF VALUABLE REAL ESTATE.

In the United States District Court for the Western District of Tennessee.

BY VIRTUE of a decree of said Court entered on the 19th day of April, A. D. 1875, in a certain cause then pending in said Court, wherein L. M. Beckerdite, Assignee in Bankruptcy of James M. Priddy, is complainant, and James M. Priddy and others are defendants, I will sell at public auction to the highest bidder, for cash, in front of the Courthouse at Jackson, in the county of Madison, and State of Tennessee, on

Friday, the 19th Day of November, 1875,

within legal hours, the following described real property, situated, lying and being in District No. 10 of Henderson county, in the State of Tennessee, bounded and described as follows, that is to say:

One tract of eleven (11) acres entered in the name of Nancy Souls, beginning on a stake and two black gum pointers runs 150 poles south of the northeast corner of No. 830 for 230 acres in the name of John Y. Harman; runs west 44 poles to two tupelo gums in Branch river swamp; thence north 40 poles to a white oak; thence east 44 poles to a hickory sapling in the west boundary line of the said Harman tract; thence south 40 poles to the beginning.

Also one tract of twenty (20) acres, being a part of a fifty-acre entry in the name of Abraham M'Gee, and bounded as follows: Beginning on a stake, and poplar and dogwood, in the creek bottom, the southeast corner of the same and runs east 32 poles to white oak, one standing on each side of the Jackson road; thence south 10° east with the meanders of said road 51 poles to a black oak and poplar in the west boundary line of J. Y. Harman, No. 830; as above; thence south 40 poles to a hickory; thence west 48 poles to a hickory, the southwest corner of the same; thence north 90 poles to the beginning.

Also another tract of twenty nine (29) acres, bounded as follows: Beginning on a black stump and chestnut on the north side of the Jackson road, on M'Gee's line, and runs west 41 poles to a hickory and black oak; thence north 72½ poles to a dogwood and hickory; thence west 40 poles to a hickory and walnut; thence north 162½ poles to a poplar and ash; thence east 55 poles to a stake in M'Gee's west line; thence south 35° east with the meanders of J. W. Turner's lands 60 poles to the beginning.

These three entries and parts of entries containing by estimation 60 acres, more or less.

Also one other tract of land of sixty (60) acres, granted to Anderson Yates, and bounded as follows: Beginning at a stake in the Jackson road, a white oak pointer, 32 poles east of the northwest corner of entry No.——, for fifty acres in the name of Abraham M'Gee, and runs west 32 poles to a stake and holly pointers; thence south 90 poles to a stake with pointers; thence east 48 poles to a stake in the road with pointers; thence south 52 poles to a stake with pointers; thence 88 poles to a stake, white oak and black oak; thence north 100 poles to a stake, hornbeam and hickory; thence west 12 poles to a stake; thence north 10 poles to a stake; thence east 28 poles to a dogwood; thence 74 poles to a stake in said road, with chestnut pointers; thence south 24°, north 40 poles with the meanderings of said road to the beginning, including all that part of said entry east of Turner's branch, making the meanders of said branch the west boundary of said land so far as to reach John Brooks's line.

Memphis, Tennessee, October 29, 1875.

L. M. BECKERDITE,
Special Commissioner of said District Court.
L. B. M'Farland and J. B. Clough, solicitors. oc30-sat

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