State Library

THE MEMPHIS DAILY APPEAL.

ESTABLISHED 1840. MEMPHIS, TENN., FRIDAY, NOVEMBER 19, 1875. VOL 35, NO 273

CLOSING RATES

Yesterday of cotton and gold: New York, cotton, 13 5-16c; Memphis, 12½c. New York, gold, 114¼; Memphis, 113¾.

WEATHER PROBABILITIES.

WASHINGTON, November 19, 1 a.m.

For west Gulf States, Tennessee and Ohio valley, falling and stationary barometer, south to west winds, warmer, partly cloudy weather, and occasional rains, gradually followed by rising barometer, and in the last district northwesterly winds.

Now is the time for merchants and business men to advertise in the APPEAL. The city is full of strangers who only want to know where to buy to become extensive purchasers.

THE Pacific railroad convention will be called to order at the Operahouse this morning at eleven o'clock, and not at ten, as stated in the editorial on our second page. The order of proceedings and list of delegates who had arrived up to six o'clock yesterday afternoon will be found in another column.

THE southern people demand a Southern Pacific railroad running altogether in southern States and controlled by resident southern men. Such an enterprise will be favorably considered by congress and most likely receive support without regard to party. Any other will not receive attention. The north has three Pacific roads. Climatic reasons, if not common justice, force the conviction that it is time to have a southern line.

THE Spanish minister at Washington was yesterday officially advised from Madrid that his government has conceded that in future American citizens on trial before a court-martial in Cuba shall have the privilege of selecting counsel for defense. The treaty of 1795, in the opinion of the Spanish government, was not sufficiently definite to meet the cases of court-martials in the event of war or insurrection in the island, but the present arrangement settles the question in accordance with the desire expressed in a friendly note addressed by Secretary Fish to the Spanish government, and disposes of the exaggerated reports on this subject.

Thanks to the Appeal.

EDITORS APPEAL—At a meeting of the Sardis Conservative club, on the sixteenth of the present month, the following resolutions, introduced by Captain J. G. Hall, were unanimously adopted by the club, viz:

Resolved, That the thanks of this club, and of the Conservative party of Panola county, are due, and are hereby tendered to the *Panola Star* for its able, efficient and untiring advocacy of our cause during the political canvass just closed.

Resolved, That the gratitude of the Conservative people of Panola county, and of the Mississippians, is also due to the Memphis APPEAL, for the ability and zeal it has displayed in aiding the friends of good government, law and order, in their late struggle against oppression, corruption and misrule.

Resolved, That the secretary of this club furnish the *Star* and APPEAL with copies of these resolutions for publication.

In conformity with the provisions of the above resolution, it becomes my duty, as it is also a pleasure, to transmit to you this copy of the same. Very respectfully,

S. G. SPAIN, Secretary.

SARDIS, MISS., November 17, 1875.

RAILWAY ACCIDENTS.

A Ladies' Car Telescoped by an Engine at Full Speed—Terrible Scene—But One Life Lost—Several Injured.

AUGUSTA, GA., November 18.—A frightful accident took place last night on the Charlotte, Columbia and Augusta railroad, near Pine House, about twenty miles from Augusta. After the regular passenger train left Columbia yesterday afternoon for Augusta, it was followed by a train of empty cars for Augusta. The two trains rolled at the rate of twenty miles per hour, one following close upon the other. The passenger train had just reached the siding, and was about to stop, when the second train came rushing along, the engine telescoping the ladies' car, throwing it and the smoking-car from the track. A terrible scene followed. The ladies' car was filled with passengers. Men, women and children were jammed together, wounded, crushed and bleeding. After a few moments of confusion, the windows and doors were broken open and the passengers carried from the wreck. But one life was lost—that of Charlie Nightingale, six years of age, son of William Nightingale, of Brunswick, Georgia, who seems to have been steamed to death. The son of Mr. Hegsheimer, United States coast surveyor, was seriously injured. Mr. Beetman, of Baltimore, a commercial traveler, died a great deal, and appeared badly wounded. Governor Chamberlain, of South Carolina, was among the passengers on the outward-bound train from Augusta, and, being unable to pass the wreck, returned with the wounded, some of whom, however, proved to have but slight injuries.

HERE'S ANOTHER.

PITTSBURG, November 18.—At ten o'clock this morning a collision occurred on the Pittsburg, Cincinnati and St. Louis railway, between a construction train and a western-bound freight, near Philadelphia cross-roads, a few miles east of Dennison, Ohio. Three employes of the construction train were killed, and two others seriously injured. The accident seems to have been caused by the engineer of the freight train disregarding the signals given by the flagman of the construction train.

THE FIRST MOVE.

Captain A. T. Lacey Nominated for Mayor by a Citizens' Committee, Subject to Ratification by the People.

A meeting of the friends of Judge J. R. Flippin, A. T. Lacey, Mike Burke, Minor Merriwether, Ex-Mayor John Johnson, S. S. Robbins, Dr. Hewitt and John A. Roush, was held yesterday afternoon for the purpose of selecting some one of this number as a candidate for mayor of Memphis. Each of the above-named aspirants for the mayoralty were represented by these friends, pursuant to an agreement between them. The following were the representatives present in the meeting:

W. L. Vance, W. H. Rickford and Judge Anderson for Minor Meriwether.

John Dent, W. P. Chase and Mr. Linkhauer for Ex-Mayor Johnson.

Colonel Robert L. Looney, Nick Malatesta and Dr. A. K. Taylor for John A. Roush.

W. H. Carroll, John M. Cochran and J. T. Hillsman for Judge Flippin.

A. J. White, R. Hutchinson and Charles A. Beehn for S. S. Robbins.

Simon W. Green, Gus Morti and Mike Waldran for M. Burke.

N. Hill, Enoch Ensley and John Overton for A. T. Lacey.

James Lee, Geo. Dixon and Mr. London for Dr. Hewitt.

The meeting was organized by calling Mr. Rickford to the chair, and the appointment of W. H. Carroll secretary.

After the general expression of opinion, it being made known that each of the candidates represented in the meeting agreed to abide the result thereof, Mr. Green offered a resolution that the gentleman who received the largest number of votes be declared the choice of the meeting. Adopted.

Major Waldran offered a resolution that each and every delegate here present do pledge himself to support and elect the nominee of this meeting.

Colonel M. C. Galloway, of the APPEAL, said he was pledged to that agreement and the support of the nominee only upon the supposition that there would not be a Democratic convention. In the event of a Democratic convention being held, he would not be bound by this meeting.

W. H. Carroll made the same statement, and reserved the right to nullify his indorsement of the meeting and its nominee, provided there was a Democratic convention.

The motion of Major Waldran was then put, and the meeting proceeded with, adopted, as follows resulted as follows: Burke, 2 votes; Merriwether, 3; Lacey, 4; Flippin, 3; Robbins, 3; Hewitt, 3; John[illegible]son, 3; Roush, 3.

On the eighth ballot Mr. A. T. Lacey received fourteen votes, and was thereupon declared selected as the candidate.

On motion, the nomination of Mr. Lacey was made unanimous.

Mr. London presented a resolution authorizing the appointment of a citizens' committee consisting of one gentleman from each ward in the city, to call a mass-meeting for the purpose of ratifying the action of this meeting.

After the appointment of a committee to notify Mr. Lacey of his selection, the meeting adjourned.

Fort (Democrat), was elected mayor of Chattanooga yesterday by near three hundred majority, over James (Republican), the present incumbent. The Democrats also elected the city marshal and half the aldermen. The contest was quite exciting, and the result was last night celebrated with immense enthusiasm.

THE SOUTHERN PACIFIC

The Convention that Meets To-Day at the Greenlaw Operahouse—Order of Proceedings—List of Delegates.

Resolutions Passed by the St. Louis Executive Committee, and Remarks of Colonel Broadhead in Support of It.

Opinions of Northern and Southern Journals Unfavorable to the Tom Scott Project of a Road from St. Louis.

Historical Review of the Southern Pacific Railroad and Texas Pacific—Logical Reasons for a Purely Southern Road.

The Pacific railroad convention which meets to-day at the Greenlaw Operahouse is the engrossing topic of public opinion, and is regarded as the most important gathering for our interests that has ever assembled here. Besides the delegates appointed by the city, the chamber of commerce and the cotton exchange, our own State, and those from other cities and States, all delegates appointed to attend the St. Louis convention are specially invited to be present and occupy seats in the body of the Operahouse. The committee of arrangements, of which Mr. F. S. Davis is chairman, have prepared the following

ORDER OF BUSINESS:

F. S. Davis, chairman of the executive committee, will call the meeting to order at eleven o'clock in the morning and nominate a temporary chairman to preside during the organization of the convention.

Second—Election of temporary secretary.

Third—Appointment of a committee on credentials.

Fourth—Appointment of a committee on permanent organization.

LIST OF DELEGATES.

So far as ascertained, the following is a list of delegates that had arrived up to last night, though the larger number will arrive this morning:

Cincinnati.—Sidney B. Jones, James M. Wise, F. H. Bailey and L. Deviney.

Knoxville.—Colonel John M. Fleming.

St. Louis.—General Irving Dunn.

State of Kentucky.—Ex-Governor Magoffin.

Camden, Ark.—Colonel Tyra Hill and Hon. T. Bearden.

Little Rock, Ark.—Judge John Wassell, Judge John M'Clure, Major John D. Adams, General T. P. Dickey, and W. J. Murphy.

Fort Smith, Ark.—Hon. John Carnall.

Vicksburg, Miss.—Hon. Jeff Davis, Hon. C. E. Furlong, Gen. N. H. Harris, Colonel E. F. Kaworth, Dr. M. Emanuel, U. M. Young, Captain George L. Hardy, and James H. Sullivan. The following delegates will arrive from Vicksburg this morning: Colonel Wm. H. M'Cardle, Dr. C. K. Marshall, Dr. John R. Hicks, Captain J. J. Powers.

THE MISSISSIPPI DELEGATES

Appointed to represent the State are Colonel E. D. Frost, Water Valley; General A. M. West, Holly Springs; General N. H. Harris, Captain George T. Hardy, Thomas Rigby and Charles E. Furlong, Vicksburg; General W. T. Tucker, Okolona; N. B. Holland, M'Comb City; Dr. Robert Kells, Jackson; H. H. Simms, Columbus; Colonel W. C. Falkner, Ripley; General W. T. Martin, Natchez; Ex-Governor R. C. Powers, Shuqualak; Major H. H. Chalmers, Hernando; Hon. R. N. Taylor, Sardis; Dr. C. K. Marshall, Vicksburg; Judge Thomas Christian, Meridian; Hon. H. Musgrove, Jackson; Colonel E. Dismukes, Macon; Colonel S. M. Meek, Columbus.

THE VICKSBURG DELEGATION

held a caucus in the parlor of the Peabody hotel last evening, when Dr. M. Emanuel was chosen temporary president, and Jas. H. Sullivan temporary secretary of the delegation. Major H. H. Benyard was requested to attend the caucus, and the meeting adjourned to ten o'clock this morning.

THE ARKANSAS DELEGATION

held a meeting in the Peabody hotel yesterday afternoon. The meeting selected Chief-Justice M'Clure as chairman of the delegation and advocated the making of Memphis the eastern terminus of the Southern Pacific railroad. We take pleasure in publishing the following proceedings of the said meeting:

PEABODY HOTEL,
MEMPHIS, November 18, 1875.

At a meeting of the Arkansas delegation assembled at the committee room at the Peabody hotel, the following preamble and resolution was unanimously adopted:

WHEREAS, We notice that the general committee on transportation has received propositions from several roads proposing to carry delegates to and from said convention for one full fare; and

WHEREAS, The Memphis and Little Rock railway company has furnished, unsolicited, the entire Arkansas delegation with free transportation to and from said convention; therefore be it

Resolved, That our sincere thanks are tendered to said corporation and its efficient officers for this generous courtesy.

W. J. MURPHY,
Chairman Arkansas Delegation Southern Pacific Railroad Convention.

St. Louis Assurances.

At a meeting held in St. Louis last Saturday, of the committee appointed to arrange for the National Railroad convention, which assembles in that city on the twenty-third instant, Colonel James O. Broadhead offered the following resolution:

Resolved, That the city of St. Louis does not ask or claim that she shall be made the eastern terminus of the proposed Southern Transcontinental railroad. What she asks is that the building of the road shall be secured to some suitable point in the Mississippi valley within the territorial limits of Texas, Louisiana, Arkansas, Missouri or the Indian Territory, and she will trust to her commercial and geographical position and to the intelligence and enterprise of her citizens to secure such connections therewith as may be desirable.

In support of the resolution, Colonel Broadhead said he offered it for the reason that there appeared to be some feeling in the south in regard to the part St. Louis had taken in the movement. By all indications the Memphis people had imbibed the idea that there was an effort to wake the enterprise entirely a St. Louis concern. It was desirable that the executive committee declare openly that St. Louis was not seeking alone to make herself the eastern terminus. The resolution was acepted unanimously, and the delegation from St. Louis were instructed to present it to the Memphis convention, which meets next Friday.

OPINIONS OF THE PRESS.

A RIVAL TO THE TEXAS PACIFIC.

Charleston News and Courier.]

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A line of railroad is already nearly built from San Francisco to Fort Yuma, on the Colorado river, a distance of seven hundred and twenty-two miles; it will be completed next summer. The distance from Fort Yuma to El Paso, and thence to Austin is about twelve hundred miles. Between Austin, Texas, and the south Atlantic seaboard there is only one considerable gap—from the Sabine river to Donaldsonville. Both the Southern Pacific railroad, of California, terminating at Fort Yuma, and the Houston and Texas railroad, terminating at Austin, are said to be solvent companies, and could readily construct the twelve hundred miles of line between their termini, if aided by such government grant as is asked for by Colonel Scott. If these companies, or other like companies, can build their roads, under proper restrictions, the western section of the Pacific railroad will be controlled by corporations which have no eastern interests, and can afford to deal impartially with the southern lines to the south Atlantic coast. The connections of such a Pacific railroad, east of Donaldsonville, will be with New Orleans, Mobile, Savannah and Charleston. But the backtrack of Texas and Pacific railroad, which Tom Scott is striving to put on its legs, looks to St. Louis as its eastern terminus, and would be nothing but an extension of the Pennsylvania railroad. Scott's interests lie in the east, and not in the south, and, whatever he may say, he follows his interests.

THE RESULT OF OVERWEIGHTING THE SOUTHERN PACIFIC WITH BRANCHES.

New York Evening Post.]

* * * Let us see what the very moderate demand amounts to. It is estimated that the Southern Pacific railroad, with its branches and extensions, will be 2700 miles in length. It is proposed to issue bonds, payable in forty years, for $40,000 for each mile, or $108,000,000 in all. Five per centum interest on these, which the government is asked to guaranty, is $5,400,000 a year, or $216,000,000 for the whole term of forty years. It is not such a trifle after all which these modest companies demand in consideration of foregoing "money" and "subsidy" and "loans" and "lands." It is to enforce this demand that the St. Louis convention is called. It will be a test question for congress whether it will grant the guaranty. The ground which can be hoped is that no member who votes for it will have the hardihood ever to appear in a political canvass as an advocate of "retrenchment" and "reform."

MEMPHIS MUST BE THE EASTERN TERMINUS.

Knoxville Press and Herald.]

* * * * Upon the general proposition to aid the construction of a Southern Pacific railway, there would be, naturally, but little disagreement of opinion in the southern States, but there has been a suspicion—and not altogether without cause—in certain portions of the south—Virginia especially—that the so-called southern road was but a northern road in disguise, in other words, that its leading companies, or other like companies, can build their roads, under proper restrictions, the western section of the Pacific railroad will be controlled by corporations which have no eastern interests, and can afford to deal impartially with the southern lines to the south Atlantic coast. The connections of such a Pacific railroad, east of Donaldsonville, will be with New Orleans, Mobile, Savannah and Charleston. But the backtrack of Texas and Pacific railroad, which Tom Scott is striving to put on its legs, looks to St. Louis as its eastern terminus, and would be nothing but an extension of the Pennsylvania railroad. Scott's interests lie in the east, and not in the south, and, whatever he may say, he follows his interests.

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THE IMMODESTY AND CHEEK OF ST. LOUIS.

New York Bulletin.]

No other corporation having thus far made a demand for government assistance for building the proposed railroad, it seems to be taken for granted that the Texas and Pacific is the one, and the only one whose claims to that position are to be considered; though it is hard to see where its peculiar fitness for the undertaking is found, unless its great burden of over twenty millions of defaulted bonds and floating debt constitute a good claim, in which case there is peculiar propriety in coupling with it the Atlantic and Pacific branch. So far as the St. Louis convention is concerned, therefore, it is all settled as to the ownership of the second line across the continent; but there remain to be settled some subordinate questions as to the terminus of the main line, and the extent of the participation of the several branches. New Orleans, Memphis and St. Louis have each laid claim to the main terminus; besides which, Galveston, Vicksburg and Cairo have asked for branch connections. The contest just now seems to be between St. Louis and Memphis, with the odds in favor of the former. In fact, it is obvious that, if the overland southern road is to be built by the Texas and the Atlantic and Pacific companies, every consideration of self-interest and vested rights would lead to the selection of St. Louis as the Mississippi terminus, and, as we have before shown, would result in making of it another northern road, and not a Southern Pacific railroad at all. Everything in the way of traffic, whether destined for southern or northern cities, which could be kept on the north side of St. Louis or Philadelphia would be so kept, to the exclusion of the southern tiers of lines. Ordinarily, when government is asked to furnish the bulk of the means to build railroads, or, what is the same thing, to guaranty the borrowings of others, it is customary to leave to the discretion of the government the location of the road. Nothing of the kind, however, is proposed by the present applicants. The immodesty of St. Louis's demand for a six hundred mile line across northern Texas at government expense, for her special benefit, when she has already a double connection of operated lines to the central part of Texas, as well as her connections by the Salt Lake route, seems to have been discerned by the business men of her neighbor cities in the south; for we notice that the Memphis merchants' exchange has invited a convention of southwestern citizens to consider the same topic on the nineteenth instant—four days earlier than that in St. Louis—to which the same delegates are being very generally appointed. It remains to be seen what may be the voice of such cities as Memphis, Nashville, Louisville, Atlanta, Charleston, Savannah, New Orleans, Galveston and their dependencies on this question.

WILL THE ATLANTIC SEABOARD BE BENEFITED BY SCOTT'S ROAD?

Petersburg (Va.) Index-Appeal.]

* * Colonel Thomas Scott seeks extended and amended legislation at the hands of congress, in a project that has Philadelphia for its objective point, and that cannot prove of benefit to any of the real southern States. Missouri and Kentucky are the only States which are so politically styled, that could reap any advantage from the road; and these States alone are clamorous for its construction. But these States, however southern in sentiment and politics, are northern in geographical position, with reference to any line of railroad designated to link our Atlantic ports with San Diego on the California coasts. We may be assured that whatever line is built under such auspices as those of Mr. Scott, and though a point so far north as St. Louis, will never be of benefit to Virginia or North Carolina, nor to any other State of the Atlantic border.

HISTORICAL REVIEW.

Letter to the Petersburg (Va.) Index-Appeal.]

* * * * * * * in 1856 the State of Texas chartered the Memphis and El Paso railroad company, which was authorized to construct a railroad to El Paso and thence to the western boundary of the State. This was the corporation to which General Pierce, after the late war, undertook to revive by the sale of bonds in Europe, but no work of any material importance was done; and, as congress would not grant its aid to a scheme under his auspices, especially after the alleged swindle of French bondholders, this measure virtually fell through. In the year 1866, congress had chartered a corporation known as the Atlantic and Pacific railroad company, with power to build a road from Springfield, Missouri, to the Pacific coast, along the thirty-fifth parallel. This was an independent route, opening up a section of country between the Union Pacific and the thirty-second parallel, which the Memphis and El Paso company were presumed to have occupied for a southern route. In 1871, after Fremont's scheme had fallen through, congress passed a bill incorporating the Texas Pacific railroad company, authorizing it to construct a railroad from Marshall, Texas, along the thirty-second parallel to San Diego, California. This bill was passed after a heated discussion as an act of justice to the south. So plainly was this motive avowed, and so desirous was the south to accomplish the object, that its charter forbid consolidation with any competing line to the Pacific, while its construction was to be begun and prosecuted simultaneously from Marshall and San Diego, along the thirty-second parallel. This anti-consolidation feature deserves particular attention in the consideration of the subject, since its removal is the pivot on which Scott's scheme turns. Meanwhile the Pennsylvania railroad company, which has been extending its lines toward St. Louis, had acquired a controlling influence in the Atlantic and Pacific road which, by lease, contracts and construction, had been extended to a place called Vinita, in the Indian Territory. Recognizing the fact that two additional Pacific routes were not needed and could not be supported, and recognizing the further fact that the line on the thirty-second parallel was the cheapest and better of the two, the company, through its agents, set to work and bought up, for an insignificant sum, the control of the Texas Pacific company, which had then done comparatively little if anything toward the accomplishment of the objects of its charter. Thomas A. Scott was soon elected president of that company, with a directory of whom all but one were paid officials of the Pennsylvania railroad company. As a stroke of policy, to prevent competition, and to secure the additional land grants which Texas had made, Scott & Co. acquired by a sort of judicial purchase the franchises and property of the Memphis and El Paso company, and now claim to be in full control of any and all right to build a road to the Pacific on the thirty-second parallel. Unfortunately for this, and yet right, there has come to light a history of the so-called legal proceedings had by and before Judge Bradley, of the United States court for Texas, by which the Memphis and El Paso company was passed into the hands of a receiver, and subsequently transferred to Scott & Co. The New York *Sun* truthfully says of this history that it is "truth beating romance," and characterizes the proceedings then had as fraudulent. There can be no doubt but that the supreme court will promptly set aside the whole transaction, and restore this property and the franchises and land grants to the trustees, or some agent of its appointment, to compensate, in some degree, the wronged and injured bondholders of the Memphis and El Paso company. And thus it may be that some people other than Scott & Co. have or can acquire rights in this direction. Once firmly in the saddle, Scott began his work by launching upon the Texas Pacific company, of which he was president, a credit mobilier called the California construction company, whose performances excel everything this country has ever seen. Scott was so much interested in this credit mobilier that he stood as an adviser for $7,000,000 of its paper, which went to protest under the pressure of the great financial panic of 1873. The nature of the contracts which he made with his credit mobilier may easily be inferred when it is stated that for building each mile of road it received the modest sum of $96,128, and that it has in hand, by its own official report, $37,000,000 of the bonds and stocks of the Texas Pacific company as its pay for work which only cost $11,000,000. Small wonder is it that Scott is so anxious to finger the contracts for building a trans-continental line off of the credit of Uncle Sam, and that they are willing to give the $37,000,000 they hold on bonds and stocks, now unsalable—upon the payment of the $11,000,000, which the work done by his credit mobilier is said to have cost, with interest thereon.

THESE HISTORICAL FACTS

are deemed necessary to a full understanding of the situation, in furtherance of their scheme to divert the Southern Pacific road to their own ends, Scott & Co. now ask congress to pass a bill authorizing their Atlantic and Pacific company to extend its line from Vinita, not along the thirty-fifth parallel, where it was intended to be run, but southwesterly, so that it may connect with the Texas Pacific road (or Southern Pacific, as it is commonly but improperly called) at some point west of Fort Worth, not further north than the thirty third parallel, at the same time the Atlantic and Pacific agrees to give up its right to the construction of its original line along the thirty-fifth parallel, for which, we would have no further use, after it shall have secured a better line, and shall have seized and swallowed its rival. In consideration of this it will also agree to give up this barren right and agree to give back to the nations domain the land which its charter conveyed, for, tell it not in Gath, the Atlantic and Pacific company is a bankrupt, utterly unable to build a mile of the road it proposes to give up, or to acquire title to a single acre of the land it so magnanimously agrees to give back. It is to-day in the hands of a receiver, but it could easily be restored to health if it could be grafted into a healthy tree whose roots were bedded in government bonds. From Fort Worth to the Pacific coast they propose thenceforth to be a common line, with the two arms, the one leading to Marshall, Texas, and the other to St. Louis. A shrewd provision is inserted to the effect that "*either company* failing to complete its road to the designated point of junction within the time shall forfeit, for the *unfinished portion* of its line, the privileges and franchises granted in this act, and the other company, if not in default, after completing its line to such designated point of junction, *shall have the right* to construct the unfinished portions of the line of the other company." It will be observed that here is a express provision looking to the default of one of the lines diverging from Fort Worth to the east, and providing that the default shall only work a

FORFEITURE OF THE UNFINISHED PART

of the line, leaving the completed portion with the whole franchise intact. The other company, in case of such default, shall have the right to construct this unfinished portion of the other's line, but it is not required to do so. How easy, with such a charter, would it be for Scott & Co to see to it that the line from Marshall to Fort Worth was not completed within the time specified, while its line to St. Louis were speedily completed. And why not? It would be manifestly to their interest to build only one line, because the maintenance of two would be a serious burden, totally unnecessary to a traffic which could only utilize one. Which line is it probable they would be most likely to allow go by default? When it is considered that the Pennsylvania railroad company owns or controls one or more lines from New York and Philadelphia to St. Louis and it is interested in the line from St. Louis to Vinita, all of which would be incalculably benefited by the trade and travel this Southern Pacific road would bring, and none of which they would get if it went *via* Fort Worth on the Marshall line, it cannot be doubted in which direction self-interest would prompt them to bring about such a desirable and prearranged default. It is human nature to protect one's self, and the Pennsylvania company has never been accused of any failure in this regard. Nor does the fact that branches to Vicksburg and New Orleans are authorized to be built, in any wise lessen the probability of this default, for express care is taken in both of the bills to make the construction of such branches the work of independent corporations and from independent means. Indeed, the promise of branches, or rather the privilege of procuring government aid to build them, is so absolutely cheap and so free from any responsibility that it cannot be doubted, but that in order to secure the passage of their bill, Scott & Co. would graciously allow a dozen branches to be built by independent companies, with the inestimable privilege of connecting with his line from Fort Worth to Marshall, provided it shall ever be built. A few years since these same people, in a frantic endeavor to get a charter from the Virginia legislature, so as to secure a line from Quantico to Richmond, and as a bribe with which to win a few votes needed for the passage of their bill, voluntarily added a provision thereto, agreeing to indorse fifteen million dollars of bonds of the Norfolk and Great Western company, which was then trying to build a road

FROM DANVILLE TO BRISTOL.

The promise won the votes, but it never secured the indorsement of a single bond, and the Norfolk and Great Western road exists only on the pages of Virginia acts of assembly. So it will be with the fine promises they are now so eager to make, after they get their bill passed by which they can divert the Southern Pacific road from Texas, *via* St. Louis, to Philadelphia and New York. But even assuming that Scott & Co.'s individual interest in the California Construction company might induce them to build the line to Marshall, in order to get their $11,000,000 back, and that in consequence there would be a line with which the Vicksburg and New Orleans independent branches could connect, it by no means follows that, as president of the Pennsylvania railroad company, controlling the extensive line from New York and Philadelphia to Fort Worth, Colonel Scott would allow the trade and travel to go elsewhere than over his Pennsylvania line. This would be a matter easily to be controlled, by virtue of his authority as president of both lines. If any one is simple enough to ask how trade can be diverted from its natural channels, the answer, in this case, is that trade would be forming a new channel, and when once directed in a certain course it can hardly be diverted again. If this be so, could not the president of the Pennsylvania and Southern Pacific railroad companies, by his agents, who could easily be made paid employes of both companies also, wield an influence in giving direction to the traffic which no other power could begin to counteract? Controlling the only line leading from New York city to the south, this same Pennsylvania company, by this same Colonel Scott, recently denied to all other corporations the right to sell through tickets over his and their lines in that city, and while he claimed to give all lines diverging from his trunk line leading south, an equal representation of tickets to be sold in his own office only, it was within the power of his agents to select which tickets they would sell, and thus virtually to cut off from patronage any formidable competing route. So it would be at San Diego, and so managed that Colonel Scott could be kept free from any charge of discrimination. The traveler might prefer a certain route, and desire to purchase his ticket that way, but it would be an easy matter for the agent to be just out of that class of tickets, and of course the traveler, who could not afford to lie over several days waiting for the ticket he wanted, would purchase one by that route which the agent did have on hand, and preferred to sell. * * * The proposition lately discussed in some of our Virginia papers, that this work should be confided to a board of commissioners, to be appointed by the governors of the southern States, is a good one. It gives promise that the road would be honestly administered for the benefit of the whole south, and of the whole country. Such a road should bridge the Mississippi, and have its eastern terminus in the city of Memphis. It should have branches or arms from the main line leading to Vicksburg and New Orleans, and its gauge should conform to that of the southern railway system, with which it should properly form the closest and most intimate physical junction. Such is the road Virginia needs.

A PURELY SOUTHERN ROAD,

in the hands of southern men equally in the interests of all southern cities and States; but this is exactly what Scott & Co. do not want us to have. Even now, emissaries are traveling over the south, many of them southern men, to their shame be it said, trying by pen and promises and money, to secure influence and votes for a scheme whose whole intent is the restriction of southern hopes and enterprises. The people of Virginia are not to be seduced into lending their countenance to any scheme which does not do full justice to the whole south. Neither offers of positions nor pecuniary assistance with which to resusc