THE MEMPHIS DAILY APPEAL.

ESTABLISHED 1840. MEMPHIS, TENN., SATURDAY, JANUARY 19, 1878. VOL XXXVII--NUMBER 17

CLOSING RATES

Yesterday of cotton and gold: Liverpool cotton, 6 3-8d. Memphis cotton, 10 5-8c. New Orleans cotton, 10 3-4c. New York cotton, 11 1-4c. New York gold, 101 7-8.

WEATHER INDICATIONS.

WAR DEPT., OFFICE CH. SIG. OFFICE, WASHINGTON, JANUARY 19, 1 a.m.

For Tennessee and the Ohio valley, increasing cloudiness, followed by rain, warmer southeasterly winds, and stationary or lower pressure.

OBSERVATIONS YESTERDAY.

WAR DEP'T, SIGNAL SERVICE U. S. ARMY, FRIDAY, JANUARY 18, 1878, 10:38 p.m.

Place of Observation.	Bar.	Ther.	Wind Dir.	Wind Force.	Weather.
Galvest'n	29.89	61	S W.	Brisk.	H'y r'n.
Indianola	29.93	62	S.W.	Brisk.	Fair.
Louisville	30.16	45	S. E.	Light.	Foggy.
Memphis	30.09	49	E.	Gentle.	Cloudy.
Nashville	30.18	40	E.	Light.	Fair.
New Orleans	30.01	54	E.	Fresh.	Fair.
Shreveport	29.90	50	E.	Fresh.	Cloudy.
Vicksburg	30.01	56	S. E.	Fresh.	Cloudy.

W. M. M'CLOY, Sergeant.

OMAHA is about to have a "patent-outside" shop.

THE British house of commons yesterday rejected a proposition to make examination into Irish grievances.

THE President yesterday settled the New Orleans collectorship difficulty by nominating Hon. George Williams for the position.

THE Southern Pacific railway authorities announce that they will complete their road to Maricopa Wells, Arizona, the present season.

THE merchants and manufacturers of Louisville yesterday adopted resolutions favorable to the passage of the Texas and Pacific railway bill.

ALL sorts of rumors were flying over the cables last night concerning the progress of the peace conference, but nothing definite could be gleaned.

A DISPATCH from St. Petersburg says that a person who assisted in drawing up the armistice conditions, states that they are such as are not likely to be accepted by the Turks.

THE Maryland legislature has under consideration a resolution instructing Maryland senators and representatives in congress to oppose the repeal of the resumption act and the passage of the Bland silver bill.

REPUBLICAN senators in caucus yesterday had under consideration the proposition for a change in the office of sergeant-at-arms of the senate. No result was reached, but the discussion developed a strong disposition to retain Colonel French, the present incumbent.

THE house committee on banking and currency will report a resolution for adoption giving the committee power to send for persons and papers, and otherwise make a complete investigation as to the amount of coin in this country available for resumption purposes.

MEMBERS of the Louisiana returning-board were arraigned before the criminal court in New Orleans yesterday, charged with forgery and altering returns. A plea of "not guilty" was entered, and the accused were admitted to bail on their former bonds. The day of trial was not fixed.

TELEGRAPHIC advices from Hot Springs, Arkansas, yesterday, announce that the Hot Springs commissioners commenced the hearing in Ex-Governor Rector's case yesterday, and the cases of seventy-nine other parties in conflict with Rector were consolidated with his case, for the purpose of hearing proof and examination.

EX-GOVERNOR JAMES B. GROOME, who was nominated at a caucus of the Democratic members of the Maryland legislature Thursday night, was yesterday elected to the United States senatorship on the first ballot in joint session of that body. Senator-elect Groome will succeed Senator George R. Dennis, whose term expires March 4, 1879.

AT a very large meeting of the citizens of Atlanta, presided over by the mayor of the city, last night, resolutions were adopted demanding the repeal of the resumption act, remonetization of silver, and favoring greenbacks, and urging upon the Georgia representatives in congress to support these measures. The opposition will hold a meeting in that city Tuesday night.

THE London *Times* thinks that nothing more satisfactory to Great Britain with regard to the immediate course of public affairs could have occurred than the declarations made in the queen's speech at the opening of parliament, Thursday, as well as by the ministerial leaders in both houses. The alarm recently raised, says the *Times*, respecting the possibility of a war, like policy being adopted by the government may now be finally dismissed.

FOREIGN NEWS.

Nothing Known of the Position of Suleiman Pasha's Army—Preparations for the Defense of Constantinople, Etc.

Constantinople.

CONSTANTINOPLE, January 18.—The report which was current here to-day, that the bulk of Suleiman Pasha's army had passed through the enemy's lines and arrived near Adrianople, proves to be premature. Nothing is known of the position of Suleiman's army.

The cabinet council to-day deliberated upon measures for the defense of Constantinople.

Two squadrons of Cossacks having arrived at Tirnova-Semenli, to escort the Turkish peace delegates to Kezanlik, the Turkish commandant at the former place believed an attack was intended, and blew up the railroad bridge.

London.

LONDON, January 18.—No news has been received from Suleiman Pasha yet. Harmanli, where Russian troops are said to have arrived, is an important point on his line of retreat to Adrianople. If the Russians have gained that point before him, as there is reason to doubt, he not only has General Gourko's pursuit to beat back, but will be taken in flank by a column marching from Eski-Saghra, while the force posted at Harmanli stands directly in his front. Suleiman Pasha's force includes a division he brought from Belgaria, garrisons of Sofia and other towns up to Nish, and Chakir Pasha's army from Kamarli. All, however, are, by this time, badly broken and weakened by their hasty retreat and frequent encounters with their pursuers.

A Russian official dispatch, dated Kezanlik, January 16th, says a reconnoitering party of dragoons has brought information that Suleiman Pasha is at Philippopolis, and has given orders to burn everything. Tatar-Bazardjik and Philippopolis are reported to have been burned.

Intelligence from the Danube says the flow of ice continues, and communication is most difficult.

OUR CAPITAL LETTER

Devoted Exclusively to the Southern and Texas-Pacific Railways—Interesting Interview of a Very High Official of the Latter Road.

Of the Five Bills Now before Congress he Prefers Mr. House's, and Will Accept Memphis as the Eastern Terminus.

The Various Bills Discussed, and Tom Scott's Operations Thoroughly Ventilated—The Professions of the Southern Pacific, Etc.

Special Correspondence of the Appeal.]

WASHINGTON, January 16.—The Pacific railroad committee of the house will, on Tuesday next, sit to hear arguments for and against the several bills now before it. Both Colonel Tom Scott, of the Texas Pacific, and Mr. Huntingdon, of the California Southern Pacific company, are expected to be present. These gentlemen are, as your readers know, the representatives of opposing interests and rival corporations. What they have to say, or their authorized agents for them, must, therefore, be accepted as a vindication of their relative positions. What others may say, as the authors or advocates of other schemes, original in conception or uniting the more desirable features of those of Mr. Scott and Mr. Huntingdon, will pass for comparatively little. In a battle between giants, dwarfs and pigmies are of but little account. Scott represents a railroad interest of magnitude far surpassing any other in the country, and Huntingdon a corporation that dominates on the Pacific coast as the Pennsylvania Central is said to in the Keystone State. Both are backed by great—I had almost said illimitable—resources in money, and have a personal influence and following that makes itself felt in national as well as State legislation. Thus equipped, they confront each other for a final effort for mastery. Huntingdon seeks a gulf or south Atlantic port in order to relieve the corporation he represents of the pressure it suffers from at the hands of its eastern connections. Owning and controlling a road from San Francisco to Galveston or New Orleans, the Southern Pacific company could bid defiance to the Union Pacific and connecting roads and monopolize the trade of the Orient and of the Pacific coast of South as well as North America. Mr. Scott, without any outlet to the Pacific other than that which is managed by persons and corporations inimical to him and his, desires an avenue which he and his friends can direct, but which he is willing shall be restricted and limited by a congressional enactment so rigid and explicit as to afford no possible escape from its provisions without promptly encountering its penalties. Memphis, eager for a share in the trade and traffic of the Pacific and of the States and territory between the Mississippi river and the great ocean, asks congress, in any consideration it may give to the plans and purposes of these gentlemen, to provide for it by a branch which will give it connection with whichever is adopted, preferring presently the Texas and Pacific company to the California Southern Pacific. Of the branches to St. Louis, New Orleans and Vicksburg very little said that is of a definite character, neither of these cities being represented here as Memphis is. Thus situated, and so near to the supreme moment when congress must decide for subsidy or no subsidy, it becomes important to know definitely the views of the contending parties, to ascertain the strength of their antagonisms, and learn what Memphis is to gain by the triumph of either. To that end I have interviewed a very high officer of the Texas and Pacific railroad company, who from his position is supposed to enjoy the implicit confidence of his chief, and to know all that he knows concerning proposed national legislation and the future of that corporation. It will be seen that he speaks freely and without reserve, and does not hesitate to dissect the history, purposes and efforts of Mr. Huntingdon's companies; but it will be seen, also, that he does not hold out a strong or very friendly hand to Memphis, and so between our city and the rival claimants for the honors and emoluments of the eastern terminus of the Pacific railroad, consulting the interests of the Texas and Pacific, he refuses to interfere. The interview is as follows:

Question—There are, I believe, five bills—four before the house and one before the senate—in behalf of the Texas and Pacific railroad company. To which one will you give your support?

Answer—We had Mr. House's bill introduced, and will give it a preference.

Ques.—Mr. House's bill does not provide for a terminus on the Mississippi river, I believe?

Ans.—Mr. House's bill provides for the construction of a line from Fort Worth to San Diego, and for four connections—one by the Atlantic and Pacific, to St. Louis; one by the Memphis and International, to Memphis; one to Vicksburg, the name of the company being left blank in the bill, and one to New Orleans, the name of the company being also left blank in the bill.

Ques.—The amount asked for in the bill of Mr. House is, I understand, twenty thousand dollars a mile?

Ans.—Twenty thousand dollars a mile for the whole road, from Fort Worth to San Diego, except for two hundred and fifty miles in the difficult mountainous regions. It there provides for a maximum of thirty-five thousand dollars per mile.

Ques.—Won't that militate very much against you, when the comparison is instituted between your House bill and the Money and Johnston bills?

Ans.—In what respect?

Ques.—In this; the Johnston bill provides for only seventeen thousand dollars per mile, which reduces three thousand dollars a mile, and gives you thirty-five thousand dollars, I think it is, for the two hundred and fifty miles; and the Money bill asks for nothing but lands and right of way. Won't the Johnston bill be rather against you; and what arguments will you use to overcome its antagonizing points?

Ans.—It will not; because the amount we ask for is based upon actual careful estimates made by competent engineers, which show that it is impossible to construct the road for less money than that. Besides, if it does not require that much money, we cannot get it. We can only get what the road will cost upon an economical basis of construction and equipment. There is a provision in all the bills that we must build a section of ten miles of road, and have it examined by government commissioners, who will ascertain and report whether it is constructed in accordance with the specifications required by the government, and also report the actual cash cost of the work; and we can only get bonds to the amount of the actual cash cost of the work as thus reported.

Ques.—On an average?

Ans.—Yes, on an average; and the average cannot exceed twenty thousand dollars a mile over any portion except the two hundred and fifty miles of difficult mountainous country, and these cannot exceed an average of thirty-five thousand dollars per mile; so that, if the eleven hundred and fifty miles for which twenty thousand dollars is asked would cost only fifteen thousand, or sixteen thousand, or seventeen thousand dollars a mile, we could only get the amount of the actual cost; but we cannot exceed the average of twenty thousand dollars a mile for the eleven hundred and fifty miles and thirty-five thousand dollars over the difficult mountainous country.

Ques.—This being in the nature of an indebtedness to the government, of course it would be to your interest to make the cost of the road as little as possible?

Ans.—Yes; so that our rate of interest would be as light as possible, which would enable us to give low rates of freight.

Ques.—In regard to the Memphis branch. Very many of the people of Memphis, while not at all inimical either to St. Louis, Vicksburg or New Orleans, yet think that in the interest of economy it would be better for the government to limit the line of the road to the section of the country lying between Memphis and San Diego, by way of Jefferson, Fort Worth, and so on. What objection have you to that?

Ans.—The first great leading object of this enterprise is to insure, upon the basis of the greatest economy, the construction of an all-rail route from the Mississippi river to the Pacific ocean at San Diego, making, as it will, the shortest line, and, as we believe, the best route from the Atlantic seaboard to the Pacific ocean. If the enlightened public sentiment of the south and southeast, looking to the commercial interests and commercial connections of that vast region of country, shall designate any one of the points named, through the ordinary methods of expressing public opinion, we will accept such point. We do not now, nor have we at any time desired to place ourselves in the attitude of dictating, or seeming to dictate, where that point shall be. We earnestly hope that conflict of interests as to the location of the eastern terminus may not be allowed to embarrass the great enterprise.

Ques.—Then, as I understand you, you are willing to accept any determination that congress may reach in regard to the eastern terminus?

Ans.—Entirely so.

Ques.—You have no opposition of any kind, whether collectively, as a corporation, or through any of the officers of the company, to any efforts that may be made by either of the points named to secure to themselves the benefit of this eastern terminus?

Ans.—None at all, so far as they do not tend to defeat the success of the general enterprise. In other words: We will not be partisans, either directly or indirectly, to any controversy that may arise between those different localities.

Ques.—It has been asserted, in the newspapers and otherwise, that Colonel Scott has a covert intention, in regard to a connection with the Atlantic and Pacific railroad, at St. Louis, to make an all-rail connection which his company can control from San Diego to Philadelphia. Is there anything in that? Has he any connection with the Atlantic and Pacific road which would induce the completion of that road by him and by it to a diversion of the traffic of the Pacific and Pacific coast into Philadelphia.

Ans.—Not the slightest.

Ques.—Has he any connection with the Atlantic and Pacific railroad?

Ans.—None, whatever.

Ques.—Suppose that congress refuses to grant aid to any of the branches, and also refuses to aid any connection having its terminus on the Mississippi river, and simply grants aid to complete the road from Fort Worth to San Diego, what point on the Mississippi river would you select with which to make connection? Because, in the nature of things, you will be compelled to come to the Mississippi river. So great an enterprise could not remain at Marshall. You must come to one or other of the points on the Mississippi river named, where you would be assured of facilites for transhipment and the distribution of freight such as you could not possibly have at Marshall, either now or in the future.

Ans.—That question is entirely an open one. We have at present no connection with any proposed line to the Mississippi river; and we have no fixed determination upon that subject. We have not looked to that event, nor provided for that contingency. I would say as a mere matter of business and prudence on the part of the company, that we would naturally seek such point as could give us the greatest amount of aid in reaching the Mississippi river; and all proper facilites for handling freight when we got there, and generally the most advantageous commercial connections. This, however, is merely my opinion as a business and railroad man. So far as I am concerned, as an individual representing the company, I would have to look alone to the best interests of the company, leaving out of sight entirely any local pride or prejudices. We have not provided for the contingency contemplated by the interrogatory. We are not interested as a corporation, and, so far as I know and believe, the officers and stockholders of our company are interested in no other line, and we have no contract, express or implied, public or private, of any manner, character or description with any of the proposed routes, either to St. Louis, Memphis, Vicksburg or New Orleans, or any other point on the Mississippi river.

Ques.—Well, coming back to the Johnston bill, you are clearly of opinion that the road could not be built for the amount of money specified by it per, per mile, except that for the mountain district, which is the same as that provided for in the House bill?

Ans.—The concurrent testimony of the engineers who have gone over the line of the road and revised the estimates with a great deal of care, in the light of the present cost of labor and material, is, that twenty thousand dollars a mile is the lowest amount for which the road can be constructed, and that for at least two hundred and fifty miles of mountainous country it will require thirty-five thousand dollars per mile. The questists of transportation and supplies becomes very important one as you go west. The contractors and bridge-builders, who have to work in advance of railroad facilities, have to haul their supplies and all their implements and forage for their teams long distances in a country comparatively uninhabited, and it will necessarily cost more for labor in such a region than in an old-settled country. The privations and exposures are greater, and there is more or less apprehension of personal risk and peril, if not actually such peril, and you have to pay men more in consequence. Every mile of road you build west increases the transportation that much. It would be easier to build a road from Memphis to Jefferson or Shreveport for fifteen thousand dollars a mile, than it would to build the eleven hundred and fifty miles upon the average of twenty thousand dollars a mile. Not that iron would cost more at the rolling-mills, but that it would cost so much more to transport it. You would have to transport all your ties from eastern Texas or western Louisiana. Every tie and every piece of bridge-timber would have to be transported to the point where it was needed.

Ques.—Then you prefer Mr. House's bill, as it stands?

Ans.—We certainly do; because House's bill is bottomed upon the idea of the resolutions of the St. Louis convention, providing for the four branches, and which we committed ourselves to, two years ago.

Ques.—You do not, then, take any steps backward; you do not modify the original proposition with which you first came before congress, saving as you reduce the amount of the guarantee, and this you do, as I understand, because of the reduced prices of labor and material, and a careful revision of the estimates, in the light of this reduction in the cost of material and labor?

Ans.—Yes, exactly. It is proper to state here that we have all the while abstained from either promoting or opposing any given branch, leaving that for the localities and commercial interests involved to secure in their own way. It will be seen from the arguments that we made before the committees heretofore, when similar bills were pending before congress, that we have confined ourselves to an argument in favor of the trunk-line.

Ques.—You have, of course, read the Stephens bill; what do you think of it?

Ans.—The Stephens bill originated in a belief that the bill, with the branches, would meet with much more opposition, growing out of constitutional difficulties as well as local jealousies, than a bill providing simply for the construction of a main trunk line that would connect the Mississippi river with the Pacific ocean at San Diego. I repeat what I said above, that the great controlling object we have in view is the construction of a main trunk line. We will be glad to get as many branches as will accommodate the whole country tributary to the line. I do not mean by this to be understood as opposing the theory of the Stephens bill, for we will be entirely content with that, if congress shall refuse to incorporate the branches in such bill as it may pass.

Ques.—Have you examined the bill introduced and known as the Huntingdon bill?

Ans.—I have.

Ques.—As I understand it, it antagonizes your road, with a determination to drive you out of the field?

Ans.—That bill, on its face, provides for a forfeiture of all the land grants made by congress to the Texas and Pacific railway company, and to transfer them to the Southern Pacific railroad company, of California—a company organized alone under the laws of the State of California, and having no authority to construct a line further than to an intersection of the Texas Pacific railway company, at a point "at or near the Colorado river," in the State of California; and that bill also authorizes this Southern Pacific railroad of California to build to El Paso, on the Rio Grande river, either to connect with the Texas and Pacific railway company, or some other company, in the State of Texas. And it also provides, not only that the land grants made by the United States government to the Texas and Pacific railway company shall be forfeited and transferred to the Southern Pacific railroad of California, but that all the franchises and grants of the right of way, and authority to construct the road, be divested out of the Texas and Pacific railway company, and be invested in the Southern Pacific railroad of California, on the whole of the line west of the El Paso.

Ques.—Thus ruthlessly and relentlessly opposed by the Southern Pacific or Huntingdon company, of course you cannot enter into any compromise or compact with it for a convention as proposed at El Paso?

Ans.—*The theory of our enterprise is so thoroughly antagonistic to the designs and purposes of the promoters of the bill in question, that any compromise with them, as it appears to me, which would seem to promise any good results, is utterly impossible.* The authors and promoters of this bill are the owners and controllers of the Central Pacific railroad company of California, which runs from Ogden, in the Territory of Utah, to San Francisco. They are also the owners and controllers of the Southern Pacific railroad of California. They have now an undisputed monopoly of all the commerce between the Pacific and Atlantic oceans, as far east as the Mississippi river. That line was fostered by the congress of the United States to the extent of a loan upon a second-mortgage of about twenty-seven million dollars in bonds of the United States government. The earnings of the line, since constructed, have been enormous. The owners of it have grown immensely rich; and yet, to the present time, they have persistently refused to repay to the government the current interest that the government is paying every six months upon the bonds, the accrued amounts of which have enabled them to build the Southern Pacific railroad of California, and to boast that they can continue to its completion without asking any further aid from the government. Instead of paying into the treasury of the government anything on account of interest on the sinking-fund, they are drawing from the treasury, annually, several hundred thousand dollars for the transportation of mails and supplies for the United States government. Their avowed purpose in the construction of the Southern Pacific railroad of California was to obstruct the building of a competing line of railroad. Their purposes have been made so obvious by their declaration and by their acts, that none but their own partisan friends have the temerity to deny them. They declaim against subsidies, and yet they are the recipients of a subsidy, in bonds from the United States government, that amounts now to several million dollars, beside many millions of acres of land granted both to the Central Pacific and the Southern Pacific railroads. They have also been subsidized by municipal corporations and by counties, and while still declaiming against subsidies, their bill asks a sunsidy in the shape of our Texas and Pacific land grants.

Ques.—This, then, seems to be a sort of giant octopos, stretching out its great arms to suck into its capacious maw railroads, and lands, and bonds, and money, and horse-car lines, and ferries, and steamboats, and ocean lines of steamers and every kind of franchise that pertains at all to common carriers?

Ans.—It looks very much like that.

Ques.—As I understand it, then, the Huntingdon company is constructing its Southern Pacific road by means of the earnings of the Central Pacific, most of which should go to pay the interest upon the bonds loaned by the government and by which the Central Pacific was built; and while pretending not to ask any subsidy, it is really in this way being subsidized by the government; and in addition it asks that it have conferred upon it all the benefits, in the shape of land grants and otherwise, that have accrued, or may accrue, to your company west of El Paso?

Ans.—As far as you go, you state their attitude toward, and dealings with the government, correctly.

Ques.—Let me ask, here, what is the ability of the promoters of the Southern Pacific railroad of California to build without any other aid than land grants?

Ans.—It is a fact too well known to require any further notice than a mere statement of it, that the bonds of railroad lines to be constructed cannot command a market, either in this country or Europe, and when sold, if at all, the loss is so great that the road cannot be constructed upon an economical basis. The recent reports of the Central Pacific and of the Southern Pacific of California, verified by the officers of these respective companies, and filed with the board of commissioners of transportation of California, under a mandate from the courts, show that these two companies owe a floating debt of over thirteen million dollars! There is no reason why the Central Pacific railroad, with its enormous earnings in the legitimate conduct of its business, should owe a dollar of floating debt, because it has never failed to declare a handsome dividend annually to the stockholders, the last dividend being eight per cent. for the current year just passed. it pays no interest to the government. This, taken in connection with the fact that the Southern Pacific of California, have not sold their bonds, and that they are now held by the men who own and control these two lines, leaves the only legitimate deduction, namely: that the floating debt of over thirteen million dollars was created for the construction of the Southern Pacific railroad of California! The line of road, so far as constructed, is now leased to and opened by the Central Pacific railroad of California, and while its earnings fail to meet expenses, the Central Pacific of California is going through the broad farce of paying a million and a half dollars per annum as rental for the line!

Ques.—This is a very interesting exhibit of the inter-relations of the two roads?

Ans.—Yes; I repeat that the Southern Pacific railroad of California was organized, and is to-day, a corporation known only to the laws of California, and holds its franchises under the laws of that State. It was built, and is owned and controlled, by the same men, in the main, who built and now own and control the Central Pacific railroad of California. They profess to the country that the Southern Pacific road is now constructed from the city of San Francisco to Fort Yuma, on the Colorado river. *This is not true.* To reach Fort Yuma, from San Francisco, they use two hundred and twenty-eight miles of the Central Pacific railroad lines, that form no part of the corporate franchises of the Southern Pacific railroad of California; and the Southern Pacific is, in this way, made tributary, in so far as it can bring business to these two hundred and twenty-eight miles of the Central Pacific of California. The part of the line they have built has been constructed from the earnings and upon the credit of the Central Pacific railroad company. And I repeat [illegible] have said above, that the bonds of the [illegible]pany, although purporting to have been issued to an amount reaching nearly thirty [illegible] dollars, have not gone upon the market. They were unable to find a market for them. They are held now by the same individuals who own and control both lines of railroad.

Ques.—San Diego has no railroad connection at the present time?

Ans.—It has not. The nearest point is from eighty to one hundred miles. I speak from memory.

Ques.—Their policy of cutting off San Diego is one, I presume, dictated by their interest in San Francisco, growing out of the convergence of their lines of railway and steamers, and their individual interest in property in the city of San Francisco?

Ans.—Yes.

Ques.—And the only present hope that San Diego has for a railroad connection is through your line?

Ans.—Yes, sir.

Ques.—San Diego has the reputation of being one of the finest and safest harbors on the Pacific coast, I believe?

Ans.—It has. The official report of government officers represent San Diego as one of the best and safest harbors on the Pacific coast, and with a capacity equal to that of New York harbor, sufficient for all of the commerce it is ever likely to command.

Ques.—Is there anything like jealousy or rivalry on the part of San Francisco toward San Diego, to which the Huntingdon people give expression?

Ans.—There is.

Ques.—What does that grow out of? San Diego is certainly not as important a point in the sense of population and wealth, and trade and commerce, as San Francisco; how, then, do you account for this rivalry?

Ans.—The building of a line of road upon the thirty second parallel, connecting San Diego with the Mississippi river, would give a shorter line for travel and commerce from China, Japan and Australia, by from five hundred to eight hundred miles, than by the present route through San Francisco. The lines of the steamers from Australia, and from China and Japan, pass off San Diego, within from fifty to one hundred miles, and pursue a line from five hundred to six hundred miles further, to reach San Francisco. Business men very naturally fear that much of the trade that they now get the benefit of, from the east, would be lost to San Francisco in case this thirty-second parallel competing road, built upon a competing basis, and controlled by a competing company, is constructed; and pretty nearly the same feeling inspires the owners of the Central Pacific railroad in their position today, because they would then lose much of the large traffic they now enjoy from the east. In addition to this, it is well known that it will be a far better line, from the Atlantic seaboard as far north as New York, than any existing line, since it will be shorter and subject to none of the climatic interruptions that obstruct the other lines, and would come in connection in Texas and at the Mississippi river with all the gulf roads, and all the south Atlantic and north Atlantic roads, thus giving the greatest possible distribution of freight and passengers without entangling alliances.

So much for the Tom Scott or Texas and Pacific scheme and the chances Memphis has with it. In a future letter I will let Mr. Huntingdon speak for himself. Meanwhile it will be but fair to allow Mr. Money, who introduced

THE HUNTINGDON BILL

in the house, to be heard in vindication of his measure. In an interview with him by a reporter of the Chicago *Tribune*, he states: "As a general principle, I am opposed to subsidies. I introduced a bill to authorize the Southern Pacific railroad company to extend its line eastward from Fort Yuma, its present terminus, to El Paso, or until it meets the Texas Pacific, or any company chartered by the State of Texas, either east or west of El Paso. My idea was to hasten the completion of a railroad on the thirty-second parallel to the Pacific, rather than to oppose Tom Scott's bill; just as the building of the road from Omaha to San Francisco was completed earlier than was called for by the law, by the Union Pacific building west, and the Central Pacific building east—the energy of both companies being stimulated by the competition. If the Vinita branch of Scott's road is taken off, I would cheerfully support the bill, for the same reason that I would give the Southern Pacific the right to build eastward—to hasten completion. This is certainly to be desired in the shortest time possible, for military, commercial, and other reasons. I believe, however, that the whole road would be built in a few years without any guarantee by the government of the interest on the company's bonds. I think the Southern Pacific is able and willing to build for the land grant which is already devoted to the purpose of building a road on that line, and is marked on the maps of the interior department as withdrawn from the market. The Scott men say that the guarantee of interest on the Texas Pacific bonds is not subsidy; and, even if paid after maturity, it is only a loan. The Southern Pacific asks no guarantee of bonds, and does not arrest the construction of any other road. The Southern Pacific has demonstrated its ability, which was acknowledged before the Pacific railway committee of the house, winter before last, by Colonel Scott, if I recollect aright. Monopoly-rates are provided against; the bill requires a pro-rate with all the connecting roads. It is rather curious that the Tom Scott papers which have attacked my bill (and me, too) have inveighed so vehemently against the Southern Pacific as a monopoly, when, in the last session of the forty-fourth congress, they all supported a bill giving Huntingdon the same rights and franchises to within one hundred miles of El Paso that my bill gives him, and which, in addition, gave a government guarantee of his bonds for thirty-five thousand dollars per mile; and then there was nothing said about 'grinding monopolies,' etc. Everything was lovely; and I am inclined to think that I could have avoided much harsh criticism by inserting in my bill twenty-thousand dollars per mile, as Tom Scott does in both his bills—the Stephens and the House bills. I say these are both Scott bills, because, for the first eleven sections, they are identical; the twelfth and last section of Stephens' bill provides for a commission of three to locate the eastern terminus (only one) on the Mississippi river. It is clear to me that this commission, appointed by the President, would be likely to consult the wish of the railroad company, and *that* would fix the terminus at St. Louis. The last six sections of House's bill to provide for a guarantee by the United States of interest on bonds of the company to the amount of twenty thousand dollars per mile for several branch roads. It seems to me that the Stephens bill is the House bill stripped down to business. I insist upon the Vinita branch being dropped, because I believe that we would be giving Tom Scott a club to knock our own heads with if we gave him what he asks for the Vinita branch. You see, he proposes to intersect the Texas-Pacific with the St. Louis and Vinita at the one hundred and third meridian, about the western border of Texas. At this point, he meets about five thousand miles of road controlled by Scott, converging at St. Louis and Philadelphia. As a business proposition, Scott, a great railroad manager, could not be expected to drop in Texas the passengers and freight brought from the Pacific, to be picked up by other roads, when he could carry them through, *via* St. Louis, to Philadelphia; in other words, he would prefer to carry all the way to carrying one-third of the way. This would leave the southern States out, and we would see the rich traffic of Asia and the Pacific sweeping in an affluent tide along our northern border, as we have seen the tide of immigration flow by into the west, because of railway management adverse to us. That is the feature of Scott's bill that I have opposed and will oppose. With that off, I am willing to help him, or anybody, build a road to be southern in effect as well as in name. I think that objection obtains pretty generally among southern members. As the bill stands, I think that my bill will pass, and that the others will not. I don't care a straw about either company, but I know that we, who want a southern road, must consider two things: first, a bill which secures what we wish at the earliest date; and, second, a bill which will pass—a practicable bill."

Mr. Money, it will be seen, is also in the above indifferent to Memphis; but on that score we ought not to grumble, since he does not even mention Vicksburg, a city whose interests I happen to know he sustains with all his ability on all possible occasions. Thus left to shift for themselves, the representatives of Memphis, I learn, propose to stand aloof and await developments. If they cannot get what they want through the Texas and Pacific railroad company, and can get it through Huntingdon, they will go with Huntingdon and will oppose Tom Scott, with whom they have hitherto acted harmoniously. They are for Memphis first, last and all the time, believing that a railroad to Jefferson or connecting with a Pacific railroad, is necessary to the growth and prosperity of the city, and that without it we might as well fence it in, and advertise to the world that we are done with progress.

J. M. K.

The Foreign Wheat Market.

LIVERPOOL, January 18.—The leading grain circular says the provincial grain markets report the grain trade inanimate, especially for wheat, the value of which is generally nominal, and in some cases rather lower on spot, with a limited inquiry. The prices of Tuesday have been scarcely maintained. The sales of maize were moderate, with a turn in favor of buyers. At this market, today, there was little demand from the few millers present, and the transactions in wheat were unimportant, sellers accepting a decline of fully 1d per cental from the prices of Tuesday. Corn was in moderate request; mixed old was 3d per quarter cheaper, while new maintained previous rates.

A MAGAZINE giving the latest fashions, illustrated and embellished by the best artists, replete with entertaining and instructive reading matter, is a want in every home. This want *Andrews' Bazar* fills to perfection. This sixteen-page monthly, which the press and critics join in commending in every way, is published by W. R. Andrews, of Cincinnati

BREVITY.

Hon. B. H. Bristow was banqueted in Boston last night.

The speech of the British queen has caused much disappointment in Constantinople.

The police broke up two meetings of workingmen in San Francisco yesterday, and the city was quiet last night.

F. B. James, boiler manufacturer, committed suicide in Cincinnati yesterday, on account of financial embarrassment.

The manager of Howard's theater in Boston, who absconded with its funds, has been caught somewhere up in New Brunswick.

The Western Union telegraph company yesterday increased its rates about twenty per cent. from New York to various points west.

James Gordon Bennett has purchased the Arctic steam yacht Pandora, said to be for the purpose of another North Pole expedition.

Papers were filed in a New York court yesterday in a suit to recover nearly seventy thousand dollars alleged back taxes from the Erie railway.

A Russian official dispatch announces that General Skobeleff entered Philippopolis on the sixteenth instant and extinguished the flames in the Bulgarian dwellings, fired by the retreating Turks.

Receiver Jewett and the Erie railway were made defendants in a suit before the courts of New York, yesterday, based on the ground of mismanagement and improvidence on the part of the receiver.

Ed Buhler and wife, of Chicago, have been arrested in St. Johns, New Brunswick, on charges of defrauding the relief society of that city by representing that they had been burned out in the great fire.

Mark M. Parmer's private bankinghouse, of Yankton, adopted the prevailing custom by closing its doors yesterday against sixty thousand dollars liabilities; but he claims the amount can be fully met dollar for dollar.

Additional information from Wayne county, Kentucky, is to the effect that the United States marshal's *posse* repelled an attack of moonshiners, twenty-odd strong, killing one and wounding two, and destroying several still-houses.

The budget of the Russian empire shows an exact balance between revenue and expenditures, both amounting to six hundred million three hundred and ninety-eight thousand four hundred and twenty-five silver roubles.

Judge Brady, of New York, has granted a sixty-days postponement of the sale of the Erie railway, which was advertised to take place next Monday, under the decree obtained by the Farmers loan and trust company, as trustees of the second consolidated mortgages.

John Ables, who was to have been hung at Carthage, Missouri, yesterday, for murder, was respited at a late hour Thursday night upon allegations that positive evidence of his innocence had come to light. His conviction was upon circumstantial evidence, and it is believed he can substantiate his innocence.

The British consul at Adrianople has asked permission to leave, but Minister Layard ordered him to remain at his post. Minister Layard gave assistance to forty thousand refugees within five days. A British gunboat has embarked a number of refugees at Bourghas, and English marines are patroling the streets of that place.

A bill was introduced by Mr. Mills in the house of representatives yesterday, providing that there shall be granted to the several States for colleges for the education of females public lands equal to thirty thousand acres for each senator and representative in congress. The interest on the money derived from the sale of lands shall be appropriated for the endowment, support and maintenance of at least one college for female residents in such States.

A Big Haul of Illicit Distillers.

NASHVILLE, January 18.—Deputy United States Marshal Goodwin and five assistants have just returned from Huntsville, North Alabama, from a revenue raid. Three of the Baisdens, well-known desperadoes, who have been running a distillery, in open defiance of the law, for two years, were captured and their apparatus destroyed. In Franklin, the adjoining county, the officers destroyed a distillery owned by Green Roland and William Stanfield. The same party also destroyed three large distilleries in Lawrence county. They passed through Decatur yesterday, *en route* for Huntsville, carrying their prisoners with them.

DIED.

DOOLEY—At his residence, on Trigg avenue, on Friday afternoon, January 18th, W. A. DOOLEY. Notice of funeral will be given.

NOTICE.

THE members of the Joint Board of Library Trustees I. O. O. F., will meet at Odd-Fellows Hall this (SATURDAY) evening, at 7½ o'clock. Election of officers for the ensuing year and other important business. By order of the Board.

S. S. GARRETT, Sec'y. E. M. HEARN, Pres't.

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1100 hhds. new Louisiana Sugar—various grades.
1800 sks. Rio, Java and Laguyra Coffee.
1000 tierces, half-barrels and buckets Lard.
1000 pkgs. Mackerel and Whitefish.
1000 brls. Flour—various grades.
1500 boxes new Factory Cheese.
1000 boxes, halves and quarters new Raisins.
100 boxes new Turkish Prunes and Currants.
25 cases new layer Figs and Leghorn Citron.
200 pkgs. Teas and Chocolate.
100 brls. Louisiana and Texas Pecans, new crop—Almonds, Filberts and Creamnuts.
500 boxes Firecrackers.
500 boxes Fancy Candies, Sugar Toys and Fruits
500 cases Jellies and Prunes—all styles.
500 barrels, halves and boxes Pickles—all styles.
500 cases Sardines, Lobsters, Salmon & Shrimps.
300 cases new Brandy Cherries and Peaches.
500 boxes fresh Crackers and Biscuits.