THE MEMPHIS DAILY APPEAL.

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THE *American Israelite* advises its readers: "Laugh not at your neighbor's faults or deformity, so that he laugh not at your own; for he sees yours as distinctly as you see his."

MR. MATTHEW ARNOLD predicts that "America holds the future. Refinement will come after this commercial century, and with enormous wealth, culture and leisure a grand and beneficent civilization."

SCIENTIFIC people in England agree that the Colchester earthquake is the greatest that has occurred since Elizabeth's reign. The damage and distress, especially in neighboring villages, are so considerable that a relief movement is organizing.

MR. RUSKIN, who has in his lifetime played many parts, is now playing the fool. He was interviewed a few days ago by the *Pall Mall Gazette*, and embraced the occasion to describe Mr. Gladstone as an old wind-bag, professed the deepest respect for the Duke of Albany's genius, praised his own Oxford lectures, announced that he intends to start a school of art to supersede the Royal Academy, and proclaimed Prof. Tyndall a sinner against science from his overwhelming vanity. Mr. Ruskin should not travel without his lamps.

THROUGH the New York *Times* we learn of a recent remarkable theatrical performance at the Perkins Institute for the Blind, Boston, the pupils of which performed Sheridan Knowles's *William Tell*. Twelve young men, who had never seen a theatrical performance, who had not the slightest idea of the appearance of a theater, and whose notions of the simulation of character could not have been derived from study of the work of other actors, sustained the principal characters—the tyrannical "Gessler," the Swiss patriot, his son, the cruel "Sarnem" and the members of Tell's band—and according to the newspapers the representation was fully equal in merit to the performances usually given by unprofessional actors.

THE reform of our jury system is one of the great questions of the day and in all our large cities is urgent. Many suggestions have been made, among others that it be abolished altogether. But, better than so radical and sweeping a measure, the *American Israelite* suggests the adoption of the criminal code of the Hebrews, according to which the court consisted of twenty-three persons, called a "Lesser Sanhedrin," and included the learned or authorized judges (*Mumachin*), the jury (*Hedyotim*) and the advocates, as each of them could debate the question with his colleagues, although outside pleaders for the culprit were not excluded. After the debate on the testimony was closed the court voted. Twelve out of the twenty-three voting "not guilty" sufficed to clear the culprit; but in order to condemn him it was required that at least thirteen out of the twenty-three declared him guilty.

MR. WILLIAM WALTER PHELPS went to the aid of Mr. James G. Blaine in the columns of the New York *Evening Post*, and tried to defend that unfortunate demagogue's very damaged reputation. He tried to clear up the Fort Smith railroad bond case, but he merely fell into a trap, and supplied the *Post* with additional reasons for the position it has taken that no such jack-in-the-box politician as Garfield's Secretary of State should be permitted to sit in Washington's chair. Mr. Phelps proved, instead of refuting, the charges of the *Post*, and strengthened and confirmed its position, not only as to the bond business, but the Mulligan letters affair, which, of itself, was enough to seal Blaine's doom forever. Considering the hight which he has reached, Blaine is the greatest charlatan the turbid sea of American politics has ever thrown up.

THE New York *Globe*, the national organ of the negro race, advises the delegates to the convention which met at Pittsburg yesterday to consider the Southern problem not from the standpoint of likes or dislikes, but guided by reason and self-interest. "Our future well-doing in the South," it says, "depends entirely upon the cultivation of a good understanding with the progressive white men of that section. No amount of fidelity to the Republican party will benefit us in the South, simply because the Republican party has no influence in the South. A party can only extend protection or bestow benefits where it is more powerful than its opponents. The race in the South has been left to work out its own salvation at the ballot-box, in the courts of law and in the matter of school facilities; while the few Federal offices of value have been bestowed upon carpetbag reprobates and upon men of the Longstreet stripe. Since 1876 the devotion of the race to the Republican party has not netted us anything but contempt and hard usage."

JOAQUIN MILLER writes from Washington to the Boston *Globe*, that since the Cincinnati riots he has heard a great deal of talk about a "strong government." "The expression and the desire," he says, "was born with and is nourished by the Vanderbilts, Goulds and monocrats, who are slowly but surely getting their grip on the throat of the republic. They want their wealth protected, and are not willing to trust it to the people for protection. Here lies peril. A stronger government means a government not of the people, by the people and for the people. It means another kind of government; it means treason to this government. The talk in favor of a stronger government is altogether too frequent here at the nation's capital. But the advocates of another, a treasonable government, are not only numerous, but rich, powerful and quite shameless in their zeal for a change. Citizens, stand by your guns against this. Better that all Europe should assail the Union from without than that such a notion should get foothold within. We, the people. This is the reading of it. And we, the people, can settle all local troubles without resort to organized armed force."

THE New York *World*, in a spirit of pure, unadulterated kindness, on Sunday last went to the aid of Ex-Secretary James G. Blaine, and very pertinently asks if that pseudo historian is not as worthy of Washington's chair as Grant, Hayes, Garfield or Arthur. The *World* indignantly asks: "Does the *Evening Post* remember a person called Rutherford B. Hayes? Does it recall the fact that this hypocritical fraud 'sat in Washington's chair' by theft, and that the *Evening Post* and all the tribe of canting Republican reformers winked at the crime and supported and profited by the Hayes administration? Does the *Evening Post* remember the Credit Mobilier scandal and the fact that Jas. A. Garfield, one of the members who accepted the favors of Oakes Ames, sough to escape by false testimony? Does our contemporary forget that it afterward supported James A. Garfield as the Republican Presidential candidate and helped to enable him to 'sit in Washington's chair?' Does the *Evening Post* forget that only between three and four years ago it supported Chester A. Arthur, the head of the notorious New York Republican machine and the chum of Dorsey, Johnny O'Brien, Mike Dady, Barney Biglin and the rest, for Vice-President, and thus made it possible for that jovial champion of 'soap' in elections to 'sit in Washington's chair?'"

PLEURO-PNEUMONIA

Provisions of the Bill for the Establishment of a Bureau of Animal Industry

And for the Extirpation of Contagious Diseases Among Cattle, as It Passed the Senate.

The Jeannette Inquiry—Public Lands—Important Amendment to the Homestead Laws.

THE JEANNETTE INQUIRY.

Engineer Melville Again on the Stand—The Poison Story.

WASHINGTON, April 29.—Before the Jeannette Committee, this morning, Melville was asked if he said anything about poison, or had any poison with him on the retreat. He said he and Dr. Ambler frequently talked about the proper course to be pursued in an emergency, and arrived at the conclusion that under no circumstances was anything like cannibalism to be permitted. If an emergency arose which would suggest cannibalism they determined to take cyanide of potassium and put themselves out of the way. As a matter of fact, however, they left the vessel in haste, and took no poison with them.

PUBLIC LANDS.

An Important Amendment to the Homestead Law.

WASHINGTON, April 29.—The House Committee on Public Lands agreed upon a bill to repeal the pre-emption and timber culture acts and amend the homestead laws. The amendment as determined upon provides that every homestead applicant shall make final proof by two credible witnesses of continuous residence upon and cultivation or permanent improvement of his claim for four consecutive years next succeeding its entry. Proof shall be in duplicate, one set to be filed in the local land office and the other to be forwarded to the General Land Office. If within one year after the presentation of such proof no contest be filed and no notice given, supported by affidavit made before some officer authorized to administer the oath, charging and specifying fraud either in the original entry or proofs, the Secretary of the Interior shall cause patents to be issued on the entry, but if a contest be filed or affidavits made, or if there be from any cause reasonable ground to suspect fraud in the case, the Secretary shall direct the Commissioner-General of the Land Office to institute an investigation thereof. The act of March 3, 1879, requiring publication of intention to make final proofs six weeks in advance of the event is repealed. Representative Cobb was directed to report the bill and authorized to ask its passage under a suspension of the rules at the earliest opportunity.

THE PLEURO-PNEUMONIA BILL.

Provisions of the Act as It Finally Passed the Senate.

WASHINGTON, April 29.—As amended and passed by the Senate the bill providing for the establishment of a bureau of animal industry and the eradication of contagious cattle diseases, provides that the Commissioner of Agriculture shall organize in his department a bureau of animal industry, with a chief, who shall be a competent veterinary surgeon, and who shall investigate and report the condition of domestic animals in the United States, and the causes of contagious, infectious and communicable diseases among them. He shall collect such other information on those subjects as may be valuable to the agricultural and commercial interests of the United States. For the purpose of the bureau the Commissioner of Agriculture is authorized to employ a force not exceeding twenty persons at any one time. The commissioner is to appoint two competent agents, who shall be practical stock-raisers, men experienced in commercial transactions affecting live stock, who shall report of the best manner of transporting and caring for animals, and the means to be adopted to suppress and extirpate pleuro-pneumonia and other dangerous or communicable diseases. The compensation of such agents is fixed at $10 a day. The commissioner is to prepare, as early as possible, such rules and regulations as may be necessary to extirpate the diseases named, and certify such rules, etc., to the executive authority of each State and Territory, and invite the co-operation of such executive authorities in the execution of this act of Congress. When the rules, etc., shall have been accepted by such executive authority, the commissioner may expend on the State so accepting so much money as may be necessary for the purposes of the investigation contemplated by this act, and for such disinfection and quarantine measures as may be necessary to prevent the spread of the disease from one State or Territory into another. In order to promote the exportation of live stock a special investigation shall be made as to the existence of contagious disease along the dividing line between the United States and foreign countries, and along the transportation lines from all parts of the United States to parts from which cattle are exported, and reports made to the Secretary of the Treasury, who shall co-operate with State and municipal authorities, corporations and persons engaged in the transportation of neat cattle by land or water in regulations for the safe conveyance of cattle and preventing the spread of the disease, and the Secretary of the Treasury is authorized to take such steps as may be necessary, not inconsistent with this act, to prevent the exportation of cattle affected with any contagious disease, especially pleuro-pneumonia. Transportation companies or their agents shall be liable to a fine not exceeding $5000, or imprisonment not to exceed one year, or both. It is made the duty of United States district-attorneys to prosecute these cases. The sum appropriated for the purposes of the act is $150,000, instead of $250,000 as appropriated by the House.

CONGRESSIONAL.

The Wheelock Claim—Debate on the Tariff—In the Senate.

WASHINGTON, April 29.—*House.*—Mr. Lamb called up the joint resolution directing the President to bring to the attention of the government of Venezuela the claim of J. E. Wheelock, a citizen of the United States, for indemnity for gross outrages and tortures inflicted upon him by an officer of that government, and to demand and enforce in such manner as he may deem proper an immediate settlement of the claim. Mr. Lamb gave a brief description of the outrages committed on Wheelock by the officer in order to extort from him a confession of a crime of which he was not guilty, and the joint resolution passed.

Mr. Washburne asked leave to report from the Committee on Appropriations a joint resolution appropriating $10,000 to defray the expenses attending the visit of the special embassy from Siam to the United states, but Mr. Miller objected.

The morning hour was dispensed with, and the House went into Committee of Whole, Mr. Cox [N. Y.] in the chair, on the tariff bill.

Mr. Hiscock was the first speaker, and made a long argument in favor of a protective tariff and against the Morrison bill.

Mr. Morse wished he could support a bill which would reduce the revenue $100,000,000, and he would vote for the Morrison bill because its author had informed him it would result in a reduction of $30,000,000.

Mr. Hurd advocated the bill in an able speech, reviewing the whole subject and pointing out in forcible and eloquent terms the evils and fallacies of so-called protection. Mr. Hurd was frequently interrupted by applause.

Mr. Geddes followed with an argument in favor of a tariff for revenue judiciously adjusted for the protection of struggling and infant industries.

Mr. Turner [Ky.] advocated the Morrison bill, and spoke in favor of placing trace chains on the free list.

The committee then rose, and Mr. Forney, from the Committee on Appropriations, reported the army appropriation bill, which was referred to the Committee of the Whole.

The House then took a recess until 8 o'clock, the evening session to be for debate on the tariff bill.

There were very few members present at the night session of the House, and after a short speech by Mr. Winans [Wis.], adjourned.

The Senate.

Bills favorably reported:

By Senator Cockrell, from the Committee on Military Affairs: House joint resolution to authorize the Secretary of War to loan 200 flags to the city of Charleston for the celebration of the Mecklenburg declaration of independence. Passed.

Also from the same committee: Resolution to loan flags and bunting for use at the fair in Richmond, Va., in May next, under the aspices of the First Regiment of Virginia volunteers, to aid in erecting a home for maimed and disabled Confederate soldiers. Passed.

Senator Cockrell, while reporting these measures favorably, remarked that the committee had concluded that legislation of this character was not judicious, and it would not in future be recommended.

Senator Morrill, from the Committee on Finance, reported favorably the joint resolution appropriating $25,000 to defray the expenses of the ceremonies connected with the approaching completion and dedication of the Washington monument. A Committee of Arrangements for the occasion is provided for, to consist of five Senators, eight Representatives, three members of the Washington Monument Association, and the United States engineer in charge of the work. An oration will be delivered by the Hon. Robert C. Winthrop, who delivered the oration on the occasion of the laying of the cornerstone in 1848. Placed on the calendar.

The Senate passed the House bill authorizing the Marsh National Bank of Lincoln, Neb., to change its name, also the House bill authorizing the First National Bank of Nashville to increase its stock.

Senator George offered a resolution, for reference to the Committee on Patents, directing that the committee report a bill providing that hereafter no patent shall be granted for any invention or discovery made by any person who at the time of the invention or discovery shall not be a citizen and resident of the United States, and further instructing the committee to inquire into the expediency of providing by law that all patents hereafter granted shall be subject to purchase by the United States for public use, upon a fair valuation thereof. Referred.

The bill to provide for the sale of the Iowa Indian reservation in Nebraska and Kansas was read a third time, and after a short debate, passed.

The Chair laid before the Senate the unfinished business of yesterday, being the pleuro-pneumonia bill, and a long debate ensued, in the course of which speeches were made by Senators Morgan, Plumb, Miller and others.

The bill then passed—yeas, 31; nays, 14—and the Chair laid before the Senate the next special order, being the shipping bill, reported by Senator Frye, from the Committee on Commerce.

Adjourned.

CAPITAL POINTS.

Yellow-Fever at Newport.

WASHINGTON, April 29.—Secretary Chandler has received a telegram from Commodore S. B. Luce stating that the Portsmouth had arrived at Newport with yellow-fever aboard. The disease is not serious, however, as all the patients are convalescing.

Swindling Soldiers.

It is reported at the office of the Second Auditor of the Treasury that soldiers are being extensively swindled by false representations on the part of attorneys as to money alleged to be due them under the new laws, on account of bounty. Nearly 5000 letters are received daily from soldiers inquiring into the status of claims which they have been induced to file under pretense that they were entitled to additional bounty under the new laws.

Postal Telegraph.

The House Sub-Committee on Post-offices and Postroads considered the contract system of telegraphy, and decided to make twenty-five cents the maximum price for twenty words throughout the United States. The bill proposed by the committee makes the time for the acceptance of the proposed contract seven years. There is no provision like that in the Senate bill on the same subject for the construction of a government line in case no contract is made. A full committee will consider the measure to-morrow, when final action will be taken.

ANNOUNCEMENT.

For Congress.

To the Voters of the Second Congressional District:

I have preferred to announce in this way my intention to stand for nomination and election by this district to the House of Representatives, rather than to have published any solicitations which I may have received from my friends. Without these assurances of support, however, which have come to me from nearly every county in the district, and in many cases from men who do not call themselves Democrats, I should not have ventured upon this candidacy. The final contest will not be child's play, and I enter the lists with a fixed purpose to spare no honorable effort that may be necessary to secure success for those principles whose enforcement is necessary in my opinion, to the well-being of this people. My determination so to labor, however, is in no wise dependent upon your indorsement of this candidacy. If elected, it shall be my aim to raise my voice and cast my vote for all measures that may tend to purify the administration of the government, lighten the burdens upon the people. It is unnecessary for me to add that my candidacy for election is contingent upon the approval of my party friends, to be expressed in such manner as they may adopt for making choice between aspirants. Should they prefer another to myself, he shall have my support.

J. B. MORGAN.

HERNANDO, MISS., April 22, 1884.

The Hon. J. B. Morgan, of Desoto County.

At the head of the local page of this issue of the *Falcon* will be found the announcement of the Hon. J. B. Morgan's candidacy for a nomination to a seat in the next United States Congress. The mere mention of Judge Morgan's name to the voters of the Second Congressional District is a sufficient introduction, as no man in the whole district is more widely or more favorably known. He possesses in an eminent degree all the elements to honest, upright and faithful service. The strictest application of the Jeffersonian standard: "He is honest; he is qualified." He is a strong, able, true and faithful man, an unswerving and unflinching Democrat, and should the sovereign voters of this Congressional district see fit to confer on him the trust he seeks, their interests at the capital of the nation could not be placed in safer or more trustworthy hands. His announcement is a brave and manly enunciation of his unswerving devotion to principle, and stamps him as a man worthy of all public confidence.—*Oxford Falcon, April 26th.*

SPORTING NEWS.

The "Peds" at New York.

NEW YORK, April 29.—The pedestrians at Madison Square took more or less sleep after 12 o'clock last night. All were on the track again early this morning. Fitzgerald is almost unable to walk. Panchot is in good form. Rowell kept up a dog trot, steadily increasing his lead. He pursued his old tactics of hanging on his heels of somebody. Day begins to show signs of fatigue. At noon Ward was the third man, and was beginning to be looked upon as a dangerous antagonist. He shows good staying qualities. The Indian fell very far in the rear. Burrell, the colored man, showed better form to day. The withdrawal of Sullivan was announced to-day. Campana slept all night. Edson is doing good work. His friends say he will show up well later. Attendance poor.

Midnight Score.—Rowell, 240 miles; Fitzgerald, 236; Day, 173; Noremac, 217; Ward, 211; Herty, 217; Elson, 200; Thompson, 159; Nitaw, 121; Panchot, 213; Burrell, 166.

Knights of Pythias.

NEW ORLEANS, April 29.—In the Supreme Lodge Knights of Pythias to-day a uniform rank was organized after the manner of the army, with the Supreme Chancellor as commander-in-chief, with major-general and staff. The next meeting of the Supreme Lodge will be held at Toronto, two years hence. Fort Dearborn division left for Chicago to-day. They were balls to-night at Washington Artillery and Odd-Fellows Halls, given by the Louisiana division in honor of the Supreme Lodge.

WHEN we consider the little attention which is paid to the laws of healthy, it cannot be surprised at the indifference manifested in relation to the purity of the articles that are used in daily food. If all articles put upon the market were as perfect as Dr. Price's Cream Baking Powder, this indifference might answer.

RAILROAD RATES.

What the Commissioners of the State Have to Say About Them and in Defense of Their Conduct.

Their Answer to the Strictures of the Nashville "American"—What the Law Requires of Them.

How They Lived Up to the Letter and Spirit of That Requirement—They Did Their Duty.

To the People of Tennessee:

Some weeks since the following editorial appeared in the Nashville *American*:

SOME CURIOUS FACTS.

Here are some novel if not startling facts for the contemplation of the citizens of Tennessee Democracy in particular. The Railroad Commission of the State is enjoined by the railroads of the State from interference with their business, and this injunction is sustained by three of the United States judges in the Federal Court, declaring the said Railroad Commission to be a violation of the constitution. But the Republican lessee of the convict labor of the State penitentiary, through his attorney, seeks to enjoin the public press from making any editorial comments upon the Railroad Commission, on the ground that the Democratic party of Tennessee in convention assembled declared in its platform of principles that the safety and protection of the people and their rights demanded the establishment of a commission with power to regulate railroads and prevent unjust discrimination.

The Republican lessee of the State prison, therefore, having proposed to enjoin a Democratic press from making a publication not in full accord and harmony with the political principles referred to upon the subject of the regulation and control of railroads, it is curious to scrutinize the tariff schedule made by the Railroad Commission, and which was just about to go into effect when the railroads enjoined them from further interference with their business. We have taken the pains to make some examination of this peculiar schedule, and it is but right that the public, through the public press, should have the benefit of that investigation, inasmuch as the aforesaid commission schedule, in consequence of the injunction, has not been given to the public.

We have made a comparative table on some articles affecting the farmer, and some affecting the Republican lessee of the penitentiary, showing the relative rates fixed by the Georgia Commission and the Tennessee Commission. Here is the table, showing comparative rates fixed by the Railroad Commission of Georgia as per standard tariff and the tariff of the Railroad Commission of Tennessee:

ARTICLES.	Georgia Commission. 50 miles.	Tennessee Commission. 50 miles.	Georgia Commission. 100 miles.	Tennessee Commission. 100 miles.	Georgia Commission. 150 miles.	Tennessee Commission. 150 miles.
Bacon, per 100 lbs.	18	18	18	18	18	18
Corn, per bushel	12	12	12	12	12	12
Corn in car-load	9½	12	12	12	12	12
Corn meal	18	18	18	18	18	18
Cotton, per 100 lbs.	18	18	18	18	18	18
Cotton seed	12	12	12	12	12	12
Cotton seed meal	12	12	12	12	12	12
Cotton seed hulls	12	12	12	12	12	12
Flour, per barrel	18	18	18	18	18	18
Hay, per ton	18	18	18	18	18	18
Iron, pig, per ton	18	18	18	18	18	18
Iron, bar, per ton	18	18	18	18	18	18
Lime, per bbl.	12	12	12	12	12	12
Lime, per ton	18	18	18	18	18	18
Lime, per car-load	9½	12	12	12	12	12
Meal, per bushel	12	12	12	12	12	12
Oats, per bushel	12	12	12	12	12	12
Oats in car-load	9½	12	12	12	12	12
Pork, per 100 lbs.	18	18	18	18	18	18
Potatoes, per bushel	12	12	12	12	12	12
Potatoes in car-load	9½	12	12	12	12	12
Rice, per 100 lbs.	18	18	18	18	18	18
Salt, per 100 lbs.	18	18	18	18	18	18
Shingles, per M.	18	18	18	18	18	18
Shingles, per car-load	9½	12	12	12	12	12
Wheat, per bushel	12	12	12	12	12	12
Wheat in car-load	9½	12	12	12	12	12
Wood, per cord	18	18	18	18	18	18
Wood in car-load	9½	12	12	12	12	12

C L stands for car-load.
L C L stands for less than car-load.

Upon comparing the schedule of the two commissions, it will be seen that the Tennessee Commission's schedule is taken almost word for word from the Georgia schedule, and the only table which the Tennessee Commission seems to have bestowed on their schedule was to copy the Georgia schedule, except an occasional changing in rates. Notably, the railroads in Tennessee are allowed to charge the farmer on corn meal about one-third more than the railroads in Georgia, and the Republican lessee of the Tennessee penitentiary, by decree of the Democratic Commission, gets his manufactured goods carried over the railroads at about half what the same class of goods are carried in Georgia. The remarkable thing about this comparative schedule is that it was copied from the Georgia schedule, all except the last column, and that is devoted to "agricultural implements, wagons and vehicles of all kinds O. R., furniture made and O. R. door and window blinds, sash and frames," all manufactured by the lessee of the penitentiary. And a thing unknown in railroad circles heretofore, is, that the railroads are required to carry wagons and furniture at the same rate—the two principal products of the penitentiary manufactory. The Georgia Commission makes no specialty of wagons and furniture.

It will be observed upon examining the table that on flour and meal in sacks, "less than car-load," the rate fixed in Georgia is seven cents per 100 pounds for a distance of fifty miles, while in Tennessee the railroads are allowed to charge the farmer ten cents. And the same thing obtains as to grain, peas, bean, hay, straw and mill stuffs, in them the rate fixed in Georgia on the 100 pounds for a distance of fifty miles is six and one-half cents, while in Tennessee the farmer pays the railroad nine cents for the same distance. But when we come to the goods manufactured by the Republican lessee of the State prison, how different. The Georgia railroads are allowed to charge on wagons for a distance of fifty miles twenty-two cents per 100 pounds, while in Tennessee they must haul them for eleven cents! And on furniture the Georgia Commission allows the railroads twenty-seven cents per 100 pounds, while the Tennessee requires them to carry it for eleven cents—the same price as wagons. Comment is unnecessary. The public can draw its own conclusions.

The Railroad Commissioners Answer the Above.

The insinuations contained in the above editorial were so groundless and unreasonable and so utterly foreign to the motives that have ever actuated this commission, and the purpose of said publication so obvious to us, that we deemed it unnecessary to notice it. But as there seems to be a desire on the part of a portion of the public to have our views, we respond thereto, we now do so. Why we should be spoken of in connection with a lawsuit, which said article says the lessee of the penitentiary has brought against the press, we are utterly ignorant, as we are not parties to or any wise connected, officially or personally, with the suit we suppose to be referred to. And why we should be spoken of or connected by said article with Mr. Cherry in regard to our duties and actions in revising the tariffs of the railroads in the State, we are equally ignorant. And, in view of the imputation that our action has been in any respect ourselves, it is due to that gentleman, to ourselves and to truth, to say that Mr. Cherry has never been in our office since we have been Railroad Commissioners, nor has he ever said one word to us at any time or any place on the subject of rates of transportation on wagons, furniture or anything else; nor was Mr. Cherry or any of his partners in business ever thought or dreamed of when we made out our basis or table of suggested rates, by which we proposed to revise the tariffs of the railroads, and which basis of rates said editorial attempts to criticise. Neither did Mr. Cherry or any of his partners in business or any of his employes or friends ever speak a word or make a suggestion or intimation to us in regard to the rates in said basis or any other.

What the Law Requires.

The next error we invite attention to is, that said editorial speaks of this commission having fixed rates for the railroads in Tennessee, when what it calls our fixed rates has expressly this caption: "A basis prepared by the Railroad Commission of Tennessee by which to revise the tariffs of the various railroads in the State. The law requires us to "carefully consider and revise" the tariffs of charges of the corporation or person operating a railroad in this state and if in our judgment any such charge is more than a just and reasonable compensation for the service for which it is proposed to be made, we are to notify the corporation, or person, of the changes necessary to reduce the rate of charges to just and reasonable compensation and to avoid unjust and unreasonable discrimination, etc. Now, this basis referred to in said editorial as fixing rates was prepared for the convenience of comparison, as a table of proposed rates by which to facilitate the revision of the tariffs of the roads in the State, and after hearing the proof of the roads on any changes we might propose in their tariffs, it should be just and reasonable to make such changes conform to any of the rates suggested in this basis we would do so, otherwise not.

Again, it is charged that our proposed rates are a copy of the Georgia rates. This charge is contradicted by the writer of said article himself in the table he gives above, showing that our proposed rates are different from those of the Georgia Commission, and by his subsequent comments showing that they are different and criticising us because they are so. It is true we had before us the tariffs established by the Georgia Commission and have availed ourselves of the reports and labors of that successful and experienced board, as we did of those of Illinois, Missouri, Alabama, South Carolina and any other State, and just as lawyers in one State avail themselves of the reports and adjudications of the courts of other States, and just as the able and experienced Georgia Commission acknowledges in its first report its indebtedness to the reports and labors of the older commissions of other States. And even if our table of proposed rates for this State were a literal copy of the Georgia tariffs (which it is not), we are unable to see wherein we would have thus committed any wrong or offense.

The "American's" Table Refuted.

Now as to the figures given in the "comparative table" in the foregoing editorial. It is true that upon the articles of bacon, flour and grain therein mentioned, our proposed rates are, as stated therein, slightly higher than the rates established on the same by the Georgia Commission. But we deny and repel the imputation that we so proposed them to discriminate against the farmers or in favor of any other class, but because we believed that such figures were nearer to what would be just and reasonable to the roads and to all concerned in this State than lower figures would be. And while our proposed rates on said articles are a little higher than the Georgia rates, they are much more below the rates now charged on the same by the following leading roads in the State, as shown by the schedules of tariffs of said roads now before us, and which are set forth in the table below:

NAME OF ROAD.	PROPOSED RATES.						Louisville & Nashville, Nashville & Decatur, Cumberland, Ohio & Southwestern, East Tennessee, Virginia & Georgia, Memphis & Charleston.					
	50 miles.		100 miles.		150 miles.		50 miles.		100 miles.		150 miles.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Bacon, per 100 lbs.	18	18	18	18	18	18	18	18	18	18	18	18
Corn, per bushel	12	12	12	12	12	12	12	12	12	12	12	12
Corn in car-load	9½	12	12	12	12	12	12	12	12	12	12	12
Corn meal	18	18	18	18	18	18	18	18	18	18	18	18
Cotton, per 100 lbs.	18	18	18	18	18	18	18	18	18	18	18	18
Cotton seed	12	12	12	12	12	12	12	12	12	12	12	12
Cotton seed meal	12	12	12	12	12	12	12	12	12	12	12	12
Cotton seed hulls	12	12	12	12	12	12	12	12	12	12	12	12
Flour, per barrel	18	18	18	18	18	18	18	18	18	18	18	18
Hay, per ton	18	18	18	18	18	18	18	18	18	18	18	18
Iron, pig, per ton	18	18	18	18	18	18	18	18	18	18	18	18
Iron, bar, per ton	18	18	18	18	18	18	18	18	18	18	18	18
Lime, per bbl.	12	12	12	12	12	12	12	12	12	12	12	12
Lime, per ton	18	18	18	18	18	18	18	18	18	18	18	18
Lime, per car-load	9½	12	12	12	12	12	12	12	12	12	12	12
Meal, per bushel	12	12	12	12	12	12	12	12	12	12	12	12
Oats, per bushel	12	12	12	12	12	12	12	12	12	12	12	12
Oats in car-load	9½	12	12	12	12	12	12	12	12	12	12	12
Pork, per 100 lbs.	18	18	18	18	18	18	18	18	18	18	18	18
Potatoes, per bushel	12	12	12	12	12	12	12	12	12	12	12	12
Potatoes in car-load	9½	12	12	12	12	12	12	12	12	12	12	12
Rice, per 100 lbs.	18	18	18	18	18	18	18	18	18	18	18	18
Salt, per 100 lbs.	18	18	18	18	18	18	18	18	18	18	18	18
Shingles, per M.	18	18	18	18	18	18	18	18	18	18	18	18
Shingles, per car-load	9½	12	12	12	12	12	12	12	12	12	12	12
Wheat, per bushel	12	12	12	12	12	12	12	12	12	12	12	12
Wheat in car-load	9½	12	12	12	12	12	12	12	12	12	12	12
Wood, per cord	18	18	18	18	18	18	18	18	18	18	18	18
Wood in car-load	9½	12	12	12	12	12	12	12	12	12	12	12

Thus it will be seen that our proposed rates on the above articles are slightly higher than those of the Georgia Commission; it will also be seen that they are much lower than the rates now enforced on the foregoing named roads in this State.

The "American's" Comments Answered.

Now, as to the comments in the said editorial, on our proposed rates on wagons, agricultural implements and furniture. Our attention was especially called by farmers and others to what they thought the too high rates of charges now existing on wagons and agricultural implements, plows, harrows, rakes, scrapes, cornplanters, cotton planters, cultivators, etc., and in preparing our basis of rates we made of them a special classification, including all other kinds of vehicles—buggies, carts, carriages, etc., and also furniture in the same classification. And while our proposed rates are lower than the Georgia rates on these articles, we are not aware that this is any crime. We are now informed, and have always so understood, that the rule or custom in shipping the aforesaid articles is that the farmer or purchaser, and not the manufacturer or shipper, pays the freights. So that a reduced rate of transportation on the same would inure to the benefit of the farmer or purchaser, whoever he may be, rather than the shipper or seller. It is obvious to any intelligent mind that the lower the rates of transportation, the better for those who need and use the articles transported. From the foregoing it will be seen how unjust the imputation that we made a special classification of wagons, agricultural implements and furniture, and suggested a lower tariff for them than the Georgia rates for the benefit of manufacturers as against farmers or consumers. It will be observed that the aforesaid publication charges that we have placed wagons and furniture in the same classification, and adds, that it is "a thing unknown in railroad circles—heretofore." This may be unknown in the railroad circle in which the author of said editorial moves, but by a reference to the eighth annual report of the Missouri Commission, 1882, page 131, there will be found a special classification of "agricultural implements, furniture and wagons" all together, and that the rate established on same by the Missouri Commission per car-load for fifty miles is $17, while that proposed by us for same distance per car-load is $19. Missouri rate for 100 miles being $23, our proposed rates $26, Missouri for 150 miles, $29; ours suggested in the schedule, $30. Yet we are criticised for placing these articles in the same classification and for suggesting a rate thereon lower than the rate fixed by the Georgia Commission. And although we suggest rates lower than the Georgia rates, yet they are higher than those of the Missouri Commission. Below is a comparative table of the rates of the Georgia Commission on a car-load of wagons:

WAGONS PER CAR-LOAD.

	Miles.		
	50	100	150
Georgia	$36	$46	$56
Tennessee	192	261	292
Missouri	170	230	290

Let it be further understood that in our suggested rates on furniture, we expressly say in our basis, "furniture packed and at owner's risk," which makes a vast difference when at carrier's risk. From a schedule of tariffs furnished us by the Louisville and Nashville railroad, it will be seen that that road charges upon furniture per 100 pounds at "owner's risk" for fifty miles is fourteen cents, and the charges on same for same distance at "carrier's risk" is $1 25—that the charge on same for 100 miles at "owner's risk," twenty-one cents, and at "carrier's risk," $1 50, thus showing what a difference the roads themselves make in the rate of charge when at "owner's risk" and at "carrier's risk." The proposed rates for said distances, fifty and 100 miles, "packed and at owner's risk," are, respectively, eleven and ten cents, as against fifteen and twenty-two cents charged by said road at owner's risk of rubbing and ordinary breakage.

The Commissioners Acted Fairly and Honestly with All Lines.

And now, fellow-citizens, and especially farmers of Tennessee, as it is evidently sought by the aforesaid publication to prejudice you against the Railroad Commission and the law creating it, we here take occasion to say that we have endeavored, as far as we have been permitted, to serve you to the best of our ability, and we have the perfect quiet consciousness of knowing that we have done so faithfully and honestly. And just about the time you would have seen and felt the effects of our efforts in your behalf we were enjoined by some of the leading railroads in the State and our hands tied by the decree of a Federal court. In all that we have done or even about to do in the line of our duty we have not intended, and still less desired, to favor any class or individual whatever, but to act justly and impartially, as we understand to do, toward all concerned—to the roads and their patrons alike. And certainly not to discriminate (as the aforesaid publication implicitly charges) against the farmers, who above all others, heretofore, have perhaps had the hardest burdens to bear. One of our members is himself a farmer, and surely he, at least, would faithfully guard your interests. The truth is, fellow-citizens, we have been, and will continue to be, impartial toward all interests. And in so far as the aforesaid publication in the *American*, by implication, insinuation, or otherwise, impeaches our integrity, impugns our official action, or reflects upon our character and fidelity as public officers or private citizens, as by natural interpretation and popular construction it is understood to do, it is false and slanderous. And why such groundless imputations should have been cast upon us by said newspaper, or what influence instigated them, we leave you to conjecture. And we leave to you to divine the object of the petty persecution thus waged against us. We also leave to you to say to whose interest it should be and to what influence is due the attempt to thus break down your commission. Twenty-three States in the Union have established commissions to regulate railroads,