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HARD TO PICK.

The Fields In Today's Races.

Keevena and Madolin to Try it Over Again This Afternoon.

Tudor, Bankrupt and a Lot of Fast Ones to Go a Mile.

Old Endurer Against a Field That He Outclasses.

Five Good Races Promised Today—Mt. Lebanon's Friends to Have Another Chance to Back Him—An Assortment of Tips.

Five races today, including a heat race, ought to and doubtless will draw an immense crowd to Montgomery Park. The program is exceptionally attractive and the most puzzling of the week. A lot of rare youngsters will meet in the Harvey Robinson selling race, three of them winners, either here or at New Orleans, Hildegard, Millie Williams and Indian Princess. Mt. Lebanon and Gwendoline, on whom there were strong tips out when they started before, are also in. Likely enough one of them will get there today.

In the mile and an eighth race Keevena and Madolin will have another chance to test the question of ther relative superiority. Saturday's test, when they finished almost nose and nose, was not satisfactory. Meckie H, who was a fair sprinter in her two year old form, is entered, but as she has not started this year, it is hard to get a line on her form. It is hardly likely that she is good enough to beat Keevena.

The third race is a puzzler of puzzlers. Bankrupt is the choice of the talent, but is he in winning form? He has not started this year, and no one but his stable people knows what he can do. It is reported that he worked a mile the other day in 1:44, under a double pull, with 126 pounds up, the first half in 0:49. If he can do that today he will win. Turfmen all agree that Bankrupt is what they call a cur and that he quits when other horses collar him. He is quite likely to be collared in the company he travels with today. Comedy, who ran such a game race the other day and finished second to Lottie Wall, might do it. Chickasaw showed Saturday that Quartermaster stock is coming to the front.

There is one of Quartermaster's get in the heat race who is not to be despised. Dick Wright has shown good form in his work and may reward his backers by landing the money, although Hamlet sold a hot favorite in the pools on the strength of his performance here last Tuesday, when with ninety-nine pounds up he beat Insolence, Red Leaf, Cataline, Winslow, Sheedy and Syntax 1 1-16 miles in 1:50¼.

The five-eighths selling race presents a fine field of sprinters, notably Endurer, who sold favorite over the field in Saturday night's pooling. He outclasses the others, but Macauley, Clara Moore and Chickasaw are likely to be very near him at the finish.

Attractive Card Today.

The most puzzling board of the week is presented today, embracing an extra five-eighth selling race not included on the regular program. The following are the conditions and entries:

FIRST RACE—HARVEY ROBINSON—SELLING.

Purse $400, of which $50 to second. For two year olds. If entered to be sold for $1,500 to carry proper weight; 1 lb. allowed for each $100 less down to $1,000; 2 lbs. allowed for each $200 down to $900. Half a mile.

Millie Williams 102, Mount Lebanon 102, Cotrain 102, Hualpa 102, Lady Blackburn 104, Indian Princess 104, Lilly Kearney 104, Hildegard 106, Gwendoline 106, Aristocrat 108.

SECOND RACE—FLOYD & MOONEY'S RESTAURANT.

Purse $400, of which $75 to second and $50 to third. A handicap, for three-year-olds. Entries to close usual hour Thursday, April 25. Weights to appear 2 p.m., Saturday, April 27. Declarations (usual hour of closing) same day. Mile and an eighth.

Madolin 105, Momita Hardy 103, Keevena 103, Hon. John B 99, Meckie H 93.

THIRD RACE—LUEHRMANN'S HOTEL STAKES.

A selling stake for all ages. $5 to accompany nomination. $25 additional to start. $750 added, of which $150 to second and $50 to third. Horses entered to be sold for $3,000, carry weight for age; one pound allowed for each $100 less down to $2,000; then two pounds for each $200 less down to $1,000, which shall be the lowest selling price. Beaten horse not liable to be claimed. Selling price to be stated through the entry box at the usual hour of closing the day previous to the race. Closed with 50 subscriptions. One mile.

Irma H 86, Tudor 88, Libert 94, Kermesse 96, Bridegight 97, Comedy 111.

FOURTH RACE—RAILROAD PURSE.

Purse $400, of which $100 to second. For all ages. Winner to be sold at auction for $2,000; 1 lb. allowed for each $100 down to $1,500; then 2 lbs. allowed for each $100 down to $750; then 3 lbs. allowed for each $100 down to $500. Three-quarter mile heats.

T. J. Rick 78, Albert Stull 92, Dick Wright 98, Effie H 99, Countess 101, Hamlet 105.

FIFTH RACE—SELLING.

Extra race, not included in regular program. Clara Moore 91, Big Brown Jug 94, Endurer 102, Pulmo 102, Macauley 105, Chickasaw 109, No Mo 110, Cashier 112.

PROBABLE WINNERS TODAY.

First race, Mt. Lebanon first, Millie Williams second.

Second race, Keevena first, Mandalin second.

Third race, Bankrupt first, Comedy second.

Fourth race, Hamlet first, Dick Wright second.

Fifth race, Endurer first, Clara Moore second.

They Will Race at Nashville.

The following stables will leave here tomorrow night for West Side Park, Nashville:

R. Tucker's stable, nine horses, including Keeveena, Strideaway, Millie Williams, Kermesse, Roi d'Or and others.

W. McGuigan's stable, twelve horses, including Lulie B., Indian Princess and Bridgelight.

W. P. Maxwell's stable, twelve horses, including Champagne Charley.

Ed. Corrigan's stable, twenty-one horses, including Boodler, full brother to Miss Ford, Unite, Spectator, Irish Pat, Persimmons and others.

Eugene Leigh's stable, eighteen horses, including Wrestler, Bankrupt and others.

C. Weatherford, seven horses; W. Mulky, seven horses; Wheeler & Farris, six horses; C. H. Pettingill, six horses; W. J. Widener, six horses; Ed Trotter, nine; M. Louden, five; G. W. Poole, five; Bell & Timberlake, ten.

Also the Beverwyck stable with thirteen horses, including Brown Princess, Cassius, Clay Stockton, Insolence and Castaway II.

J. M. Brown's stable of eleven horses, including Mary J., out of the dam of Egmont, Duhme, Monita Hardy, Allahrene, Myrtle J., and Lady Blackburn.

W. O. Scully's stable of nine horses, including Hypocrite, Lottie Wall, Fairy Queen, and Glen Hall.

T. M. Berry's stable of ten horses, containing Eight to Seven, Hopeful and the Great Tom-Orphan Girl filly.

Tom Riley's stable of four, including Gwendoline, Quotation, and Orderly.

How Fast Could Troubadour Go?

From the New York Sportsman.

Troubadour's early foals at La Grange, Ky., show promise of inheriting all the speed and gameness of the Suburban winner, their sire. If ever there was a blood horse of the highest type, who united size, shape, breeding and performances to action, which was the very poetry of motion, that horse was Troubadour. To see him skimming over a track with that tireless, frictionless stride of his was worth a long journey to see.

Recently at Mobile his trainer, Rogers, related to our special commissioner some highly interesting facts as to how good the son of Lisbon was in the early part of 1887, the summer he beat The Bard at Long Branch. While even then under suspicion, his speed was, apparently, even greater than the year before, when he won the Suburban. Many will remember the first race Troubadour ran that spring. It was a mile, and Maroon was his opponent. The latter went off and ran the first three-quarters in 1:15¾, with Troubadour at his heels.

In the stretch, when well in seventh furlong, Troubadour moved up the terrific speed at which they were going, seeming mere play for him, and dashed past Maroon as if the latter had been tied to a post. As the mile was finished in 1:42¼ some idea of the speed of Troubadour's seventh furlong can be imagined, probably about 11 seconds. In our report of the race at the time mention was made that the burst of speed shown by Troubadour in this seventh furlong was phenomenal after having already run the first six furlongs in close to 1:15.

A month after that and when Stuyvesant had run a mile at Sheepshead Bay in 1:40¼, Rogers took him and Troubadour to the Brighton Beach track to give them a trial. It had rained hard the night before, which was why he went to Brighton course, as that is always less heavy after a rain than any of the adjoining tracks from its peculiar bed and subsoil.

At the Brighton course were quite a number of trainers who saw the proceedings, all with watch in hand hungry for information.

Mounting Church on Troubadour and Crockett, alias Bogus, on Stuyvesant, Rogers told the boys, "Now, I want you two to run, you understand? No cantering or galloping, but just let these horses run, you hear me?" The sequel showed that the boys understood their instructions and "let the horses run."

The track was wet and sloppy, fully four seconds slow to the mile. When the pair started Stuyvesant went off at a killing pace and ran the first quarter in 0:25, Troubadour about a length back. This did not suit Rogers, and he signalled Church to go on, which he did so well that Troubadour passed Stuyvesant in the next quarter, doing the half in mud in 0:49, the second quarter in 0:24.

This settled Stuyvesant. Although, as noted, he had just run a mile in a race at Sheepshead in 1:40¼, this half in the mud in 49s. over a track where 52½s. had been the best half mile that morning in work, broke his heart for that time, and as he later ran a mile in 1:40, it cannot be said that he was "soft" for a mile. No, it is the pace that kills, and Troubadour just could run at a rate which would literally smother most opponents. He finished the mile that day in 1:44, nine furlongs in 1:57, beating Stuyvesant fifty yards in a canter.

Then the trainers watching the trial, each had something to say. Said "Billy" Lakeland: "Rogers, how fast can Troubadour run, anyway? We've seen the other fellow run a mile in 1:40¼, over at the Bay, and six furlongs in 1:14¼, and know he is fast and not a 'fluky' horse. But that half mile in 49s. on a track like this gave him bellows to mend. As to the other horse, Troubadour, who outran Stuyvesant so easily, well, he's a streak of greased lightning." And, as Lakeland got through, he whistled long and low. Pace certainly kills, and perhaps it will never be known how fast Troubadour was at that time.

Ladies at the Races.

Blue Wing, the accomplished turf correspondent, writes as follows of the Memphis ladies: The ladies—God bless their sweet souls—turn out here in legions, more so than at any other point of like size on the circuit, and, of course, where the ladies go there also will be found the sterner sex. This, in ameasure, accounts for the large audiences. Every day this week the fair sex have been out in large numbers, and it is not alone the butterflis of fashion which have graced the grand stand at Montgomery Park, but hundreds of the staid matrons of whom all Memphians are proud. By their presence the ladies of Memphis have elevated the sport in this city and lent a charm to the occasion which cannot fail to be of great help to the Jockey Club people in future.

Track Tips.

THE man who can pick out the winners today is a good one.

TODAY and tomorrow are get-away days, and not likely to be good for favorites.

ARTUTE horsemen say that Corrigan's Riley is the best two-year-old in the West.

IN point of attendance and spirited betting the present race meeting is the best ever held in the South.

JOE ULLMAN, of Roche & Co., bookmakers, says Memphis is the best betting place in the Western racing circuit.

CHICKASAW'S win and Stoney Montgomery's second are the gratifying features of the meeting. One of these days Stoney will come in first, and then Rome will howl.

A FRONT STREET young man named six winners Saturday in the poolroom, and got 150 to 1. The proprietor says the feat is unexampled in turf history. A man who can name six winners in one day need not waste his time around a cotton office.

SHERIDAN'S starting Saturday was amazingly good. He got his horses off promptly and in fine shape in every race but the sixth, Bootjack being practically left at the post. There was at no time as much as five minutes delay at the post. People who remember delays of an hour or more last year marvel at Mr. Sheridan's skill. It is no ordinary achievement to start seven races right off the reel from 2:30 to 5:30 o'clock.

Dan McCarty's Stable.

SAN FRANCISCO, Cal., April 28.—Dan McCarty, the horseman, left today over the Central Pacific Railroad, with three cars, containing fifty-two horses for Eastern races. One car will go to Louisville, where a number of his horses will enter the Derby and various handicap races. The other two cars will go to New York and appear there and on no other tracks.

BASEBALL.

Big People, Big Game.

ST. LOUIS, Mo., April 28.—After a magnificent fight in a game full of exciting features, the Browns downed the Cincinnatis today before 12,000 people. The day was beautiful and the game stubbornly contested throughout. Both Duryea and Chamberlain had splendid control of the ball, but the Browns were the most successful in their hitting. The homerun hits of Chamberlain and O'Neill were the longest seen on the grounds in many a day. Shorty Fuller's brilliant work at short was a noteworthy feature of the game, while Nicol's all around work was admirable. Cincinnati put up the best game of the series, but they were generally outplayed. Score: St. Louis 5, Cincinnati 2.

Luck Against Louisville.

KANSAS CITY, Mo., April 28.—The biggest crowd that ever attended a ball game here saw the locals win their sixth game from Louisville. Swartzel for Kansas City, pitched effectively, the home team winning a hard-contested game by timely bunching of hits. Score: Kansay City 5, Louisville 4.

Good Crowd, Good Game.

COLUMBUS, O., April 28.—The Columbus and Athletics opened on the local grounds today before 3,500 people. Score: Columbus 4, Athletics 5.

THE WASHINGTON CENTENNIAL.

Preparations for the Celebration About Completed—The President's Train.

NEW YORK, April 28.—Such crowds as are on the streets today were never seen before in New York on Sunday. Fifth avenue and Madison Square are almost impassable, while lower Broadway and Wall streets are packed. The crowd was drawn to Wall street and vicinity to view the scene of the decorations of the subtreasury building and the custom-house. The sound of the hammer is heard all over the city of those who are getting ready the decorations for the Washington Centennial, and the scene of today will be much beautified thereby for the morrow. The leading hotels, such as the Hotel Brunswick, Hoffman House, Fifth Avenue Hotel and others, are like mountains of gay-bunting, beneath which there are few glimpses of their actual structures.

Tonight the finishing touches are being put on the pier at the foot of Wall street, where the President will land tomorrow. It is pier 16, East River. It is said that $12,000 is being spent in this work. The pier is 450 feet long, and is divided into two apartments by means of two large curtains suspended from the beams. The part facing the river will be decorated only with a large American flag on the roof. The part of the pier facing South street is covered with decorations. Over 100 large American flags are draped over it, supported by the coats of arms of the various States and numberless streamers hung from every point. A float is arranged for the presidential party to land. It is covered with carpet and concealed at the side with bunting. Extending from piers 16 to 17 were strung two lines of streamers. Sixty flags and many streamers decorate the roof of the pier.

The Sub-Treasury building and the custom-house are covered with thousands of dollars worth of decorations.

The tardy decorations of the City Hall have also been finished tonight. Flags in the form of half rosettes suspended by the coats of arms of the States decorate the sides, while on the roof were the stars and stripes and the colored flags.

The Sabbath was not observed among the craft of all kinds on the rivers today. Everything was being put into ship-shape for the morrow. Many steamers already had their bunting flying and all the work of overhauling the decorations in readiness for the early morning hours was being pushed rapidly.

An army of men were put to work today to finish the different stands for sightseers tomorrow. As soon as it was learned at police headquarters that these men were descerating the Sabbath, orders were at once issued to the captains of the precincts in which the work was going on to have it stopped. The first gang of men encountered was found in front of the Church of the Divine Paternity, Rev. Dr. Eaton, corner of Forty-fifth street and Fifth avenue. The foreman at first refused to stop work, but as soon as he was threatened with arrest he changed front and took his men away. The Aldermanic stand at the Stewart mansion needed but a few supports to complete it, but the police refused to let any more work go on. Contractors are offering as much as $8 for carpenters to go to work after midnight, so that the outstanding contracts may be finished.

St. Paul's Chapel at Vesey street and Broadway, presented a gala scene today. It was decorated inside and outside by flags. Two hundred members of the Society of the Cincinnati, the Sons of the Revolution and the New York Commandrey of the Loyal Legion were present. The sermon was preached by the Right Rev. Dr. Wm. Stevens Perry, Bishop of Iowa. The subject was "George Washington as a Soldier, Patriot, Statesman and Christian."

The Fever at Elizabeth, N. J.

ELIZABETH, N. J., April 28.—Elizabeth has had the Centennial fever today, and never in the history of the city was there witnessed a Sunday like it. The decorations had scarcely been begun when Friday's rain storm commenced, and today the work was again taken up. The streets have been thronged with people watching what is being done, and this evening the city is brilliant with color. All the public buildings and Gov. Green's residence are elaborately decorated. In the churches historic sermons were preached.

Vice-President Morton and Mrs. Morton arrived here from New York at 5:30 this afternoon. Several thousand people had gathered at the station, and the police had to force a passageway to the carriage. Mr. and Mrs. Morton were driven to the home of Congressman Kean, whose guests they will be until they join the Presidential party at Gov. Green's tomorrow morning. The city is filling up with people from the country all around. Department Commander Miller telegraphed last night that there would be 5,000 Grand Army men in the procession which escorts President Harrison to the place of embarkation. Military and civic societies will also parade.

A GOOD SHOWING.

Southern Activity Remarkable.

While In the North There Are Complaints of Extreme Dullness

The South is Moving Along as She Never Did Before.

Her People Are Not Only Hopeful But Enthusiastic.

Drones Are at a Discount—Energy and Enterprise, Ceaseless and Tireless Vim Are Now the Controlling Factors at the South.

From the Manufacturers' Record.

In the North there is complaint of dullness; in the South activity never before equaled is seen in every line of industry. The people are not only hopeful, but enthusiastic. The steady progress of late years has brought about a season of prosperity which has infused new life into everybody, and the whole South is alive and at work. Drones are at a discount; energy and enterprise, ceaseless, tireless vim and push are now the controlling factors in the South. And then added to this, the North has at last realized what an empire is here for development, a country of imperial extent and possibilities where nature has done her best to combine the best advantages of almost every other country in the world, thus making a safe and sure foundation for greater progress and prosperity than has ever been seen before. These are the facts. The *Manufacturers' Record* has, week after week, pointed them out, but it wished to add the testimony of the highest authorities, and they of necessity are the bankers of the South. The bankers must come into closer financial relations with the people than any one else. What the minister is to the members of his church, the banker is to the business community. He knows when the merchants and manufacturers are prospering and when they are losing money, and from long and careful study he is thoroughly conversant with every line of development in the country tributary to his location. And so the *Manufacturers' Record* asked a number of leading Southern bankers, scattered all over that section from Virginia to Texas and located in large cities and small towns, their views upon the condition of business in their section and the outlook for the future. Without exception their reports tell of great improvement in business, of activity in trade and manufactures and of the enthusiam which pervades all classes of citizens, farmers and business men alike. This is probably the most uniformly favorable summary of the condition of business in an area as great as the South that could ever have been made. These letters from beginning to end are full of encouragement, and the *Manufacturers' Record* feels sure that in presenting them it will be instrumental in attracting many millions of dollars Southward for investment.

It needs but a moment's thought to see the reason for this remarkable era of prosperity which has just opened upon the South. In the last two years the *Manufacturers' Record* has reported the organization in the South of upwards of 10,000 new industrial establishments, covering every line of manufacturing from making pins to building locomotives, and the building of nearly 6,000 miles of railroad, and the production of the largest crops ever raised in this section, which yielded fairly good profits to the farmers. A statement of the leading crops for 1887 and 1888 is of interest:

Crops.	1887.	1888.
Cotton	7,017,009	7,009,000
Corn	492,015,000	509,305,000
Wheat	37,591,000	44,267,000
Oats	87,506,000	78,294,000*

*Generally estimated at over 100,000,000.

Thus in two years the South has raised over 14,000,000 bales of cotton, over 1,000,000,000 bushels of corn, nearly 100,000,000 bushels of wheat and 165,000,000 bushels of oats, the total value of these and other agricultural products, according to official government figures, reaching the enormous aggregate of upwards of $1,600,000,000, or an average of $800,000,000 for each year, which is far in excess of the value of the South's agricultural products in any two consecutive preceding years. With this enormous agricultural growth added to the hundreds of millions of outside money which have gone South for investment in railroads, in furnaces, in mines, in mills, in timber and mineral lands, in costly hotels, etc., we can readily see why the South has reached a firm foundation on which to build great prosperity.

The letters which we give from Southern bankers fully sustain the truth of the statements which we have made about the wonderful activity in this section.

[The following are a few of the letters collected by the *Record*.—ED. APPEAL.]

PIG IRON AT A PROFIT AT $10 PER TON.

FIRST NATIONAL BANK,
FLORENCE, ALA., April 20, 1889.

To the Editor of the Manufacturers' Record:

Business at this point is established on a sound financial basis, reaching a status of activity unprecedented in this section of the South. Money is easy at current rates.

As a manufacturing and trade center, Florence has received an impetus that promises to result in the development of the vast cotton, iron, coal and timber resources of Northern Alabama, of which she is the center. Blast furnaces, cotton mills, shoe factories, saw mills and turning mills are springing up as if by magic. At least six new factories will commence operations within sixty days, including a bucket factory, suspender factory and the F. H. Foster Manufacting Company, manufacturers of hardware recently, moved from Newark, N. J. Contracts for the construction of a wagon factory to cost $50,000 have recently been made—the work to commence at once. Hundreds of dwelling and business houses are being built, and hundreds more are in demand.

We can manufacture pig iron and sell it for $10 per ton at a profit. We have unexcelled facilities for transportation by rail and water at lower rates than any place in the South. We are accessible to St. Louis, Paducah, New Orleans and intermediate points by the Tennessee River, and Chattanooga will be included in the list about October 1, when the locks at Mussel Shoals are completed.

The above facts, combined with the finest climate in the land, have induced from thirty to forty manufacturers to locate here, and if negotiations now pending are consummated, the influx of industrial enterprises will have just begun.

Florence is the cynosure for all eyes. Watch her progress and you will witness the development of a city that will reflect credit upon the State, destined to be the State of the new South—Alabama.

N. C. ELTING, Cashier.

"NEVER BEFORE HALF SO PROSPEROUS."

FIRST NATIONAL BANK,
ATHENS, TENN., April 9, 1889.

To the Editor of the Manufacturers' Record:

At no time in the history of this section of our country has the outlook been half so flattering for the investment of capital and the development of our manufacturing interests. Within the past twelve months a railroad has been built from this place into extensive red fossil and brown hematite iron ore fields, which are pronounced by disinterested experts to be probably the finest in the South. There have also been erected large cotton and woolen mills, the former will get into operation within the next few weeks, the latter are now doing a prosperous business. Arrangements are also being made by a local company for the erection of a blast furnace with a capacity of about 125 tons of pig iron daily. I think there is no doubt about this plant being erected. As a whole the condition of our local business interests is very healthy and quite active. This community has never been half so prosperous as at present.

R. J. FISHER, Cashier.

AN ERA OF UNPRECEDENTED PROSPERITY.

FIRST NATIONAL BANK,
FORT WORTH, TEXAS, April 10, 1889.

To the Editor of the Manufacturers' Record:

It gives me great pleasure to be able to state that this section of country is in the midst of an era of unprecedented prosperity.

Owing to the fine spring weather and the copious rains the farmers are jubilant over the prospects of an exceedingly abundant crop of cereals of all varieties, the pasturage is all in A1 condition, and homeseekers are coming to the State in large throngs—that portion of Texas known as the Panhandle being the objective point of the greater number.

The city of Fort Worth has had for the last sixty or ninety days more strangers and tourists within her gates than ever before, many of them being representatives of Eastern capital, and their appreciation of the fact that this is a good point for investments is evinced by the great amount of funds placed in realty and financial and industrial enterprises.

The Texas Spring Palace, which will be open during the month of June at this city, will afford visitors a golden opportunity to investigate the wonderful resources of the State, and active preparations are being made for the many thousands who will flock from all parts of the Union to an exhibition, the like of which has never been seen.

The increase of business is plainly shown by the clearing house report, the total clearings for last week showing an increase of more than 140 per cent. over the clearings for the corresponding week in 1888.

The city has seven national banks, with capital and surplus of over $2,500,000.

Numbers of fine building blocks are being constructed, including a magnificent Board of Trade edifice; the last Congress made an appropriation for a public building; the Union Stock Yards are under way, and a number of important manufacturing enterprises are on the tapis. The increased street car travel has outgrown the bob-tail car, and within ninety days the city will be threaded by twenty-five or thirty miles of electric street railway.

This city offers great inducements for manufacturing institutions, it being in the midst of a section of country which produces everything, and having railroads in every direction, being now the possessor of eleven outlets by rail, and two more are in course of construction.

Business is fine, the outlook inviting and everybody hopeful.

E. B. HARWOOD, Cashier.

EXPECT GREATER PROSPERITY THAN EVER.

FIRST NATIONAL BANK,
ABERDEEN, MISS., April 11, 1889.

To the Editor of the Manufacturers' Record:

While some complaint from merchants owing to the lull in business is heard, yet we have had a good fall and winter trade. And this inactivity is explained by the reason that farmers are becoming more economical, in other words, living more at home. From a financial standpoint, the condition of the country was never better, especially in the condition of the farmers, their improvement being marked. Hence the result of the light demand for money at decreased rates of interest. Owing to the light demand for money there has been an accumulation of idle funds, and our people, in looking out for investment, have manifested some interest in manufacturing pursuits. And such manufatories now in operation are yielding handsome returns, and proving fine investments for their owners. So I will predict that with lower rates of interest and increased valuation of our lands, and immigration, our prosperity will be greater than ever before.

B. C. JINKINS, Cashier.

GOING AHEAD WITH MARKED RAPIDITY.

FIRST NATIONAL BANK,
VICKSBURG, MISS., April 12, 1889.

To the Editor of the Manufacturers' Record:

While the entire South can report an increase in business, wealth and population, but few sections can report more progress than the Mississippi Valley, especially that portion of it which surrounds this wonderful place. Our city is now going ahead with marked rapidity. Within the next thirty days we will begin work on a new hotel, the government building and quite a number of private buildings. The new factories that we have are all doing splendidly. There is no point in the country where wood-working factories could do better than here. There is a boundless wilderness of wood on every side—cypress, ash, oak, gum, hickory and many other kinds that are valuable. Being on the river, we can at all times get low freight rates. Capital can always be invested here at very good rates. I do not know of any business in the city that is unprofitable. The South recognizes a most valuable and able friend in your paper.

JAS. P. ROACH, President.

SATISFACTORY TO THE MOST SANGUINE.

FIRST NATIONAL BANK,
SOUTH PITTSBURG, TENN., April 15, 1889.

To the Editor of the Manufacturers' Record:

The business, mining and manufacturing interests of this section are in prosperous conditions, and the present outlook indicates increased activity, especially in the development of our coal and iron interests and the construction of coking plants.

The Sewanee coal field, lying adjacent to this city and the Sequachee Valley, comprises about 350 square miles, and this coal produces a coke that has no superior south of the Virginia coal fields, as this coke has been tested for twenty years in Southern and Western furnaces and pronounced first class. The completion of the "Muscle Shoals" canal on the Tennessee River places this coal field practically at head of navigation for the Ohio River boats, which will insure cheap transportation for the output of our factories and mines.

It is currently reported that the Memphis & Charleston Railroad extension from Stevenson, Ala., via this city to Chattanooga, Tenn., will be built this summer.

This line will render material aid to the development of our mining and manufacturing interests.

Capitalists have recently purchased on the line of the Memphis & Charleston extension some 50,000 acres of the Sewanee coal field, which will be developed at once, and needless to say, will assist all kinds of business in this section.

The growth of our city is satisfactory to its most sanguine friends, and considering the remarkable advantages it affords manufacturers in the form of cheap raw materials, healthy location, favorable freight rates, etc., will hasten to the front as a manufacturing center.

T. G. GARRETT, Cashier.

THE THEOSOPHISTS.

Third Annual Convention in Session—Madame Blavatsky's Letter.

CHICAGO, Ill., April 27.—The American section of the Theosophic Society began its third annual meeting in the club room of the Palmer House today. The morning session was a business meeting at which few were present except the fifteen delegates. At the afternoon session there were a number of visitors, many of them women. The report of the Secretary, Wm. Q. Judge, of New York, said: "It has been suggested that the dues and fees of the society be abolished. Madame Blavatsky is opposed to doing this, and I do not recommend it. The new members or fellows since last meeting are 232. Local sections number 26, of which there are two each in New York, Chicago, Philadelphia and Los Angeles, three in St. Louis and the others distributed in smaller cities or towns."

The report was accepted. Dr. A. Keightley, of London, England, who was present as the representative of Madame Blavatsky, the ruling spirit of the society, read a communication from her, chiefly devoted to exhortation and suggestions. The letter said: "Col. Olcott (president of the society) is on a visit to Japan, invited by a strong and influential deputation to lecture there on Buddhism among people who are mad and crazy to acquire Western civilization and who believe it can only be obtained by the suicidal adoption of Christianity."

A letter from Col. Olcott said he had preached his first Buddhist sermon in Japan, the day the new Japanese national constitution was formally announced. Madame Blavatsky's letter denounced as enemies of theosophy the spiritualists, whom she referred to as "blind worshipers of illusionary phantoms of the dead." There was also a request in the letter that the word "esoteric" be used less frequently, as it was a term that had been discredited by Boston people.

The afternoon session was devoted wholly to the reading of papers by delegates, one of which was by Mrs. W. L. Brainerd, of Chicago, on "Idol Worship of the Christian Creed." Tomorrow will end the meeting.

A GRAIN ELEVATOR TRUST.

St. Louis Hoisters Will Form a Profitable Combination.

ST. LOUIS, Mo., April 28.—It is about definitely settled that the eleven grain elevators of St. Louis will form a trust or combine, the idea being to put a stop to the expensive competition which now exists. Capt. D. P. Slattery, the moving spirit is so many successful enterprises, is authority for the statement that the majority of the St. Louis elevators have agreed to enter the combination, and that the project will likely go through. Realizing that competition has placed the elevators in a line of business which is somewhat uncertain, even when confined to the safest limits, the managers of the different concerns have come to the conclusion that if competition was removed and the elevators assured the certain profits they might make as warehouses, and the saving in many other things would, in the long run, make the business more profitable than it is now, and wholly remove the hazard to which the business is now exposed. It is figured that $75,000 per year can be saved in switching charges, while $100,000 per year of a reduction would be saved in the expense of operating. The size of the syndicate which will manage the elevators will be large, for the original value of the property is about $4,000,000.

A DESPERATE DUEL.

How an Unarmed Man Got His Gun and Killed His Enemy.

Special Dispatch to The Appeal.

CHATTANOOGA, Tenn., April 28.—A deadly duel occurred yesterday in Jackson County, Ala., that resulted in the death of one of the participants. Two farmers, neighbors, living at some distance from Scottsboro, named J. T. Prince and J. F. Green, quarreled Friday over some trivial matter, and Green threatened to kill Prince and he prepared himself with a shotgun. On Saturday morning the two men met in a public road and immediately dismounted from their horses and resumed the quarrel. They finally decided to fight it out and Green made for Prince with a large dirk, making a vicious plunge at him. Prince dodged and seized Green's arm, and the deadly struggle began in earnest. Prince's gun was leaning against the fence, and the question with him was how to get it before he was killed. With a sudden effort he tripped Green, throwing him to the ground, and immediately made a break for his gun, which he reached just as Green was in striking distance. Without leveling the gun Prince thrust the gun against his enraged enemy, pulled the trigger, and lodged a heavy load of buckshot in his breast, killing him instantly. Prince gave himself up and is now in Scottsboro jail to await trial.

A BRIDGE GIVES WAY,

And Precipitates Seventy-five People Into Seven Feet of Water.

KANSAS CITY, Mo., April 28.—At Chelsea Park, a summer resort across the Kansas line, this afternoon, a bridge across the lake gave way and precipitated about seventy-five persons into seven feet of water. Most of them were assisted to the shore more frightened than hurt, but fifteen were injured, four of them seriously, but not necessarily fatally.

SEVENTEEN KILLED.

A Dreadful Railroad Accident.

A Passenger Train on the Grand Trunk Jumps the Track.

The Engine Runs Into a Water Tank and Smashes Things.

The Derailed Coaches Take Fire and Human Beings Burn

To Death Pinioned by the Crushed Timbers—One Man Has His Head Cut Completely Off—Other Victims.

HAMILTON, Ont., April 28.—A terrible railroad accident occurred on the Grand Trunk near here at 7 o'clock this morning. The St. Louis express jumped the track and the engine ran into a water tank. Two cars ran off and took fire. All the dead, seventeen in number, have been taken out. The only body identified is that of R. S. Gurney, of Brooklyn. An Italian, unknown, was also instantly killed. The other fifteen were burned beyond identification. About twenty persons were injured. None of the train hands were killed.

The unfortunate train was running at full speed, when suddenly it left the track, and the engine pitched into a large water-tank. The wreck took fire immediately. Seven out of the ten coaches comprising the train were burned. In the ruins of the smoking car searchers discovered seventeen charred bodies. The accident was the worst which has occurred in this region since the great Des Jardins canal disaster, which happened almost at the same spot thirty years ago. When the engine struck the tank the tender leaped completely over both, as also did the baggage car. Thirty-five people were in the smoking car, and just about half of the number were roasted alive. The car was almost instantly enveloped in flames from the engine.

The train was composed of an engine, two baggage cars, a smoker, a Chicago & Grand Trunk through passenger coach, a Wabash coach, a Wagner first class coach, a Pullman car and two Wagner sleeping cars in the order named. Conductor Poole was in charge of the train, with J. Watson, of London, fireman. The accident occurred at the junction where a "Y" is built. This "Y" is used to switch through trains for Toronto to the Toronto branch from the main line. The train is said to have been running at a speed of forty miles an hour or more, when directly on crossing the switch the engine jumped the track and plunged into a water tank, which stood in a space between the "Y," smashing the tank into atoms and turning almost upside down. The baggage cars came directly after the engine, and the first of these was pitched over the engine and thrown on the main track, leaving its wheels behind it.

The other baggage car caught fire from the engine, and the two were soon in flames. The coaches following, with the exception of the two Wagner cars in the rear of the train, were huddled together by the shock, and soon caught fire from the baggage cars. The passengers on the train, numbering over 100, many of whom were asleep at the time, had a terrible experience. A majority of those on board the train were able to get out of the coaches before the fire reached them, but in the confusion that reigned it is not known how many victims were left to the mercy of the flames, penned in by the material of the wreck and unable to extricate themselves.

R. S. Gurney, of Brooklyn, N. Y., had his head completely severed from his body by a piece of flying debris.

Rudolph Deerer, whose address is not known, was also instantly killed.

As soon as the engine rolled over, after striking the water tank, Engineer Watson and Fireman Chapman crawled from underneath it, neither of them being much hurt. An auxiliary train was sent out from this city on receipt of news of the accident, and the passengers, including the injured and two of the killed, were brought to this city. Two Wagner cars in the rear of the train were uncoupled from the other and were saved from the flames. A large gang of employes, under the direction of John Hall, locomotive foreman, worked unceasingly at the wreck, doing their utmost to extinguish the fire. There was great difficulty in securing water, owing to the tank being smashed, and the fire held away for many hours before a thorough search could be made through the debris. Up to five o'clock the charred remains of eighteen victims had been exhumed from the wreck. In no case was there enough of the body left to identify the remains or to tell whether the person was of the male or of the female sex.

The names of the wounded now in the hospital are as follows:

James A. Palmer, Bion, N. Y.; head cut, but not seriously hurt.

Hamilton Clark, No. 147 West Ohio street, Chicago; double fracture of the right leg, bruised badly, head cut, and probably internally injured. Of all the injured he is the worst, but will probably recover.

Anthony MAZZ, or Martz, an Italian on his way from Wisconsin to Italy; head cut, but not seriously.

Edwin Chapman, fireman, head badly cut over right eye, not seriously hurt.

Enoch Kenyon, of London, Eng., a mining engineer, ribs broken, not seriously injured.

C. C. Azbell, Edwardsport, Ind., slightly injured.

Wm. Leipsey, No. 69 North Sangamon street, Chicago, ankle badly sprained.

A. L. Dooney, Danville, Ill., cut on head, not seriously.

George White, a German, on his way from Illinois to Union Hill, right ear cut off and scalp wound, not serious.

Andrew J. Carpenter, Yankton, Dak., injured about head, but not seriously.

S. R. Young, No. 281 North avenue, Chicago, very slightly hurt.

Joseph Morris, East Sioux Falls, D. T., on his way to Clarks Island, Me., scalp wounds, bruised leg and shoulders, not serious.

About ten others were slightly hurt, but not so badly as to prevent them continuing their journey. It was 6 o'clock this evening before the tracks were cleared. None of the members of the Detroit Light Infantry were injured, and not a woman was in the least hurt. The wounded in the hospital are all doing well.