

BY TELEGRAPH.

THE MEMPHIS COMMERCIAL CONVENTION.

MEMPHIS, May 21.—The Committee on Direct Trade with Europe reported yesterday in favor of the formation of lines from Southern ports, which should be supported by subscription. The committee approved of the scheme inaugurated by the Norfolk Convention for a line between Norfolk and Liverpool.

Many letters and telegrams were read from distinguished persons, regretting their absence and endorsing the work already done. A dispatch was received from General Beauregard, tendering a free passage to and from New Orleans to the Commercial Convention.

The following dispatch was received in regard to the Southern Pacific Railroad:

San Francisco, May 21, 1869.—Our most cordial thanks to you for the report of the Commercial Convention. Our bonds are quoted at the Paris Exchange at 70 in gold.

J. C. Falmouth, for Directors.

The Committee on Levees have made an elaborate report, showing the necessity of government aid. The Banking Committee reported in favor of a redistribution or an expansion of the currency, so as to give the West and South their due proportion of circulation. The convention favors the reduction of the interest on the national debt by means consistent with a faithful discharge of the country's duties to its creditors. A resolution recommending all States to repeal the usury laws was adopted. The Committee on Commerce, Manufacturing and Mining reported in favor of the States freeing from taxation capital invested in work developing the resources of the country. Speeches were made in favor of improvement in the matter of transportation as beyond the reach of the machinations of the bulls and bears.

NEWS FROM WASHINGTON.

WASHINGTON, May 21.—The President has appointed Felix Coste the surveyor of customs at St. Louis. Alfred Sanford, supervising inspector of steamboats in the Fourth District.

W. H. Harrison, postmaster at Rome, Georgia.

W. H. Harrison, postmaster at Rome, Georgia, and takes a position on the Wisconsin Railroad.

The day for the Mississippi elections will not be named until after the Virginia elections. August 1, 1869, is the place in August.

L. C. Norvell is the Republican candidate for Governor. Judge Lewis Dent, brother-in-law of the President, will assist Norvell in the campaign.

The following assignments as superintendents of Southern Indians have been made: Choctaws and Chickasaws, Major J. M. Craig; Creeks, Captain G. S. Olmsted; Cherokees, Colonel J. M. Craig.

There was a full Cabinet meeting to-day.

Two negroes have been appointed to clerkships in the Revenue Department, and the Police Commissioners have appointed a negro clerk, John B. Bassett, the negro minister to Haiti, visited the President, and will receive his instructions in a few days.

Douglas, the negro printer employed by Clapp, applied to Simon Wolf, the Register of Deeds, for a license, saying that, in consequence of the combination of printers, he was unable to obtain employment. Simon Wolf refused to give him a license, and says that he is particularly happy at having the opportunity.

The President has announced that the Eighty-fourth Congress will not be reduced in size.

EUROPE.

DUBLIN, May 21.—The Grand Lodge of Orangemen have petitioned the Queen against the disestablishment of the Irish Church.

PARIS, May 21.—The French elections continue to-day. Since the election, one hundred and forty-nine arrests have been made for creating political disturbances—only seventeen of whom have been discharged. At Nantes the police have been ordered to the prison at Bourges was forced, and blood shed in the department of Aube.

SPARKS FROM THE WIRES.

The steamship Australia is in port at Key West, repairing her boiler.

The School Assembly of Presbyterians held at New York, yesterday, a committee of ten was appointed to confer with a similar New School committee on the subject of reunion.

Mr. Fowler, a warm advocate of reunion, was chosen Moderator by a vote of 122 to 93.

THE ENGLISH SERMON TRADE.—The trade in sermons (manuscript sermons sold to clergymen for use in the pulpit) is an English industry, as nowhere else do we see them so freely advertised. The English clergymen, as the English journals, has grown enormously within a few years. The newspapers which are the organs of the English clergymen, have contained advertisements offering original, striking and orthodox manuscript sermons for sale, and the fact of their extensive advertisement has been the cause of a very low estimate of the English clergymen.

Upon this subject the Observer of this city truthfully remarks that in this country it would be a disgrace for any man's usefulness to be measured by the number of sermons he has written, and that it would be a disgrace for any man's usefulness to be measured by the number of sermons he has written.

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SOUTH CAROLINA AND THE WEST.

THE IMPORTANT RAILROAD MEETING IN CINCINNATI.

THE CLAIMS OF CHARLESTON AND SOUTH CAROLINA.

Speeches by Governor Scott, General Harrison, J. B. Laffite, E. D. Mansfield and Others.

The meeting of the Railroad Committees of the City Council, Chamber of Commerce and Board of Trade, which took place in Cincinnati on Saturday last, was the largest that had been held in connection with the vitally important question of a railroad to connect Cincinnati with the Southern railroad system.

There were present Governor Scott, of South Carolina; J. B. Laffite and S. G. Trot, of Charleston; General W. Harrison, President, and Colonel J. P. Low, Chief Engineer of the Blue Ridge Railroad; Mayor M. D. Brandon, of Cincinnati; Colonel C. M. McGhee, of Tennessee; Colonel A. T. Terry, Engineer of the Knoxville and Kentucky Railroad; Dr. J. W. F. Parker, Wm. Harvey and Wm. Woodcock, of Somerset, Pulaski County, Kentucky; Colonel Gw. of Chattanooga, representative of the route from Chattanooga northwardly via Emory Gap, Chilhowee, &c., besides many other prominent railroad men and citizens, who, during the morning session, completely packed the room.

W. H. Harrison, Esq., chairman of the committee, called the meeting to order at ten o'clock, and announced that they were again assembled to listen to propositions and suggestions from representatives from the South, who were interested in the projected Southern railroad.

Colonel John H. Crozier, of Knoxville, was the first speaker in favor of the Knoxville route, and was followed by Colonel Terry, Chief Engineer of the Knoxville and Kentucky Railroad, who urged the claims of the Chattanooga route.

SOUTH CAROLINA AND THE SEABOARD.

Colonel John P. Low, Chief Engineer of the Blue Ridge Railroad Company, next addressed the meeting.

He said there were three main advantages offered to Cincinnati by a Southern railroad connection:

1. The extension of the area to which she may supply her manufactures, articles, the grain and provisions for which she is a great market, and over which she may distribute goods.

2. A connection with South Atlantic ports, through which she may with advantage export and import.

3. A connection with Gulf ports for West India trade.

All considerations of public policy and commercial interest, then, seem to urge in urging by no means to neglect the Knoxville route, but to give preference to the route which will give her the greatest advantages.

If the means were at hand for their construction, all of those proposed could be built, and the route which would give her the greatest advantages would be the route which would give her the greatest advantages.

Knoxville offers advantages which are not to be compared with those of the route which would give her the greatest advantages.

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from Europe to Charleston at exceedingly low rates.

Another advantage Charleston was able to offer, was in the fact that she possessed warehouses, wharves and other facilities for several times the amount of trade now passing through her limits.

Before the war she received about 550,000 bales of cotton and 140,000 tons of rice, and these quantities are valued at about 180,000,000 and 30,000,000 respectively. It is true the falling off in the value of our trade should not be measured by these figures, as the enhanced value of the cotton and rice, and the increased production, nearly or quite compensates for the falling off in quantity. Cotton before the war usually ranged from eight (8) to ten (10) cents per pound, and now it has ranged from twenty-two (22) to twenty-five (25) cents per pound. Rice usually sold for two and a half (2 1/2) to three and a half (3 1/2) cents per pound, and now it has ranged from seven to ten cents per pound. Nevertheless, having the storage room, wharves and other facilities for handling the greater quantity, we can conserve the largest portion of our wharves and storerooms entirely unoccupied, their value has been greatly depreciated, and they can now be purchased or leased at a merely nominal price. You, therefore, have the opportunity, if you desire it, of becoming a great depot for the West India trade, and a depressed valuation, or by using our port as the one through which to make your importations, and to export your surplus products you, by the reduced rates of storage and other charges.

Living in Charleston is very cheap as compared with any other seaport, and the price of labor, as a natural consequence, is also very low. These are but a few of the local advantages offered by Charleston as a seaport, to be used by us as our outlet for your goods to the West India ports, and by building your road to Knoxville you may be in the full enjoyment of them within less than two years from this day.

Said subject, after the presentation of the necessity of a connection with a Gulf port, in order to command the trade of the West Indies, he would remark that Charleston was a great depot for the West India trade, and a depressed valuation, or by using our port as the one through which to make your importations, and to export your surplus products you, by the reduced rates of storage and other charges.

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