

The Cairo Evening Bulletin.

Office, 225 Washington Avenue, Democrat Hall; Editorial Rooms, Ohio Levee, over Barclay's Drug Store.

DAILY EDITION.

TUESDAY EVENING, JANUARY 26, 1869.

JOHN H. OBERLY & CO.

OFFICIAL PAPER OF COUNTY AND CITY

"THE PEOPLE WILL NOT SUBMIT."

There are people who affect the belief that there are points beyond which the tyranny and usurpations of the dominant party dare not go. They speak of a "sleeping lion" among the people that will arouse itself, and cause despots and tyrants to quake and tremble. "The people," they say, "will rise in their might and by the sharp process of the sword, if need be, assert their rights as freemen and sovereigns." Bah, to such arrant humbuggery! The people will endure any and everything. Crush them, and they will not display the spirit of the worm, to turn and sting the heel that bears them down.

What greater measure of wrong can be conceived, than has been endured already? A minority that maintains itself in power by the most flagrant abuses and usurpations that ever blackened the political history of any enlightened country in the world, rules the majority with a rod of iron, yet the "people" submit without a murmur. States are controlled by negro legislation and federal bayonets; the country groans under a great weight of taxation; the public treasury is robbed and plundered; yet the people sit with folded arms and speak of a point beyond which these evils and abuses dare not venture!

The dominant party will halt at no measure, however odious or tyrannical, through a fear of public indignation or resistance. It has seen the people quietly submit to grievances and outrages that would have deluged almost any other country in blood—it has seen them even kiss the hand that smote them. Talk about resistance, a revolution among such a people! It is foolish; preposterous in the highest degree.

Congress has usurped powers; has violated every section and provision of the constitution; has abridged and destroyed presidential prerogatives; has, of its own might, risen superior to the supreme court, and set at defiance the edicts of that exalted tribunal—yet the people submit and scarcely murmur. Away, then, with all this balderdash about a cure for the evils of our government, a check for radical excesses resting with the people! The people have already suffered oppression as sore, wrongs as glaring and monstrous as any the future can have in store for them. Come what may they will bear it. "The straw that breaks the camel's back" may be laid upon them, and there will be no hand stout enough or heart brave enough to attempt its removal.

At such a juncture general Grant may give himself immortality as the benefactor of the white American people. He understands the great danger that lurks in the radical doctrine of negro equality; he appreciates the disastrous consequences of subjecting the civil to the military power; he sees the enervating influences of negro and carpet-bagger domination in the south; and knows wherein the party in power has over-ridden and held for naught the sacred provisions of the constitution of our fathers. Let him, then, as the executive of the people, stand by the people; correct the wrongs that radical hate and vindictiveness have heaped upon the people of the south; vindicate the constitution, and take it as his chart and compass in shaping the course of his administration; recognize the equality of the states and their rights under our great magna charta, and bury the partisan in the statesman—let him do this, and the people will again hold up their heads, and have high hopes of a future career of happiness and prosperity, and of regaining their self-respect and the proud name abroad, of which radical tyrannies, usurpations, and excesses had well nigh divested them altogether.

CAIRO AND MEMPHIS.

THE MISSISSIPPI RIVER RAILWAY.

The Terminus of that Thoroughfare.

The Voice of Memphis.

[From the Memphis Avalanche.]

The Cairo 'Bulletin,' a paper edited with considerable ability, and wide awake to the interests of the peninsula city in which it is published, has, in a recent issue, a well-considered article on railroad connections with this city that may be read here with interest, and not without profit. We disclaim any indorsement of its disparaging flings at the rival city of Paducah, which, though without present railroad facilities, save the single stem mentioned, is awakening to their importance, and manifesting no small degree of enterprise to be employed in the near future. Railroad movements appear to be predominating everywhere, and those localities may expect to reap the most benefit that are earliest in their operations and perfecting important connections. The 'Bulletin' opens its article thuswise, congratulating Memphis that it did not listen to the seductive promises of those confederated with a rival interest, and offering advice it would be well enough to heed. It says, in its "talk to Memphians about railroad matters":

"The action of the city council of Memphis in refusing to surrender the railroad future of the city to Colonel Tate's ring, which is laboring in the interest of the pockets of its members and Paducah, a little out-of-the-way village, lying on the Kentucky shore of the Ohio, half a hundred miles from this city, was wise, and proves that the members of that body are competent to resist the seductive influences of money."

"While this is true, it is hoped that the late agitation of railroad matters in Memphis may have awakened the sagacious business men of that hitherto prosperous city to the necessity which exists for an extension of its railroad connections, and especially for the opening of a line northward, through the northwest—a section which must always be its great feeder, but one with which it has now no available railroad line of intercommunication. It

behooves the people of Memphis to examine this subject and to decide at once, not only upon the most practicable means of securing such a railroad, but also, and more especially, upon the best route on which to build such a line."

The first project for the Mississippi river railroad contemplated making Cairo the terminus, instead of striking at Paducah as the most eligible connection with the great northern routes, and opening to the trade with this city a region second to none in this or any other state in point of fertility and agricultural production. True, this "opening" would be accomplished by the proposed connection with the Paducah stem, but would it be the most available for present and future advantage? That is the question which comes home to us now. The Cairo 'Bulletin' presents the answer to this question in a very strong light, and, as we think, on impragable grounds. It says:

"In all that has been said or written on upon this subject there seems to have been a kind of tacit understanding that Memphis could gain the desired end most effectually by going to Paducah, and hence, as we hold, that city has fallen into a very great error. Let the reader examine the map and he will see that Paducah is a little town on the Ohio river, fifty miles from its mouth, of no importance commercially, or otherwise, without one foot of railroad, if we except the sixty miles that run from that point to Union City, in Tennessee. What, then, is Memphis to gain by going to Paducah? She has nothing whatever to offer as a terminus for a Memphis road; she has no railroads to the north or east, and so far as we can learn, has no character for any of the proposed air lines north of her—air lines which are all air. The report so industriously circulated, by those in interest, that the Cairo and Vincennes railroad company intends constructing a branch to Paducah is entirely without foundation, as we learn authoritatively from a director of that company with whom we have recently conversed. It will be seen then, at a glance, that there is no inducement whatever for Memphis to terminate its proposed road at Paducah, and that it might, with equal propriety, select any other little Ohio river town as its terminus. In building a road, the Memphis people should have but one object in view, viz: the development of that city's resources—the good of Memphis; and this, of course, can be best promoted by building a road in the direction which will connect, and at the least cost, secure valuable connections with the northwest and east. The road, if it is of any advantage to Memphis or its stockholders, must seek other roads as feeders to itself. We all know how utterly worthless is a railroad without connections—beginning at nothing and ending nowhere."

While we do not enter the slightest objection to the junction of the proposed route with the road that extends from Paducah to Union City, we admit the force of reasoning so clearly set forth by our Cairo contemporary. That which will be of most benefit to our city will be the close connection formed with the counties north of us; the benefits to the road itself are thus discussed by that paper: "Let the reader again look at any standard map, and he will see that the only available route for this enterprise is directly to the mouth of the Ohio river, from Memphis, by which route that city secures, at once, the most desirable communications possible, gaining immediately everything which Paducah offers in the misty future, and vastly more. Let us see. On the way to the mouth of the Ohio, from Memphis, we reach, at Belmont, the southern terminus of the Iron Mountain railroad, now almost complete, connecting thence directly with St. Louis and all the network of Missouri railroads. At the terminus the Memphian will find both rivers (the Ohio and Mississippi) instead of one; the Illinois Central railroad, stretching one of its arms to northwest Illinois, Iowa and Minnesota, and the other to Chicago and to the east by a half dozen routes, while the new line from this city to Indianapolis is being rapidly built under the auspices of the Pennsylvania Central, the wealthiest of all American railroad corporations; and, before the close of the year, will furnish another most valuable connection."

If advantages are to accrue from the connection to Paducah, the enterprise of its citizens will extend their road to join the Cairo stem, in which case the course of trade and travel would tend that way, when the connections are completed and the bridge built of which so much has been said. The Cairo 'Bulletin' does not leave this part of the proposition untouched, but maintains its argument to make Cairo the terminus with a vigor worthy of respect if not admiration. Its remarks are based upon very accurate information, and should be well considered before "entangling alliances" are consummated.

[We omit the quotation from the 'Bulletin' given by the 'Avalanche' in this connection, as its substance is no doubt yet fresh in the mind of the reader.]

In conclusion, the 'Avalanche' says: "We have given much space to this subject, but not more than its importance and the general interest that should be experienced in it demands. The sole remaining question to be solved is: How much will Cairo and its railroad connections contribute to the enterprise?"

The interrogatory here propounded we shall take occasion to answer at an early day, contenting ourselves now with the remark that, under a recent act of our legislature, Cairo, and Alexander county, of which Cairo is the county seat, have authority to extend corporate and county aid to railroad enterprises outside the state. At the proper time the response of Cairo will be a subscription at least in keeping with its ability and the importance of the project in hand.

JUNCTION RAILROAD CHARTER.

An Act to Incorporate the Cairo Junction Railroad Company.

Be it enacted by the General Assembly of the Commonwealth of Kentucky,

SECTION 1. That Wm. J. Allen, H. Watson, Webb, William H. Green, Samuel Staats Taylor, Daniel Bodkin, Thomas H. Richardson, and Wm. White, and their associates, successors and assigns be, and they are hereby created a body politic and corporate, under the name and style of the Cairo Junction Railroad Company, and by that name, be and they are hereby made capable in law and in equity to sue and be sued, plead and be impleaded, defend and be defended, in any Court of law and equity in this State or elsewhere,

to make, have, and use a common seal, and the same to renew and alter at pleasure, and shall be, and are hereby vested with all powers, privileges and immunities which are or may be necessary to construct, complete and operate a railroad, with single or double track from any point opposite or within two miles of a point opposite the city of Cairo, in the State of Illinois, to any point on the Mobile and Ohio railroad, between the city of Columbus, Kentucky, and the State line between the States of Tennessee and Kentucky, and for that purpose to enter upon and take possession of so much land as may be necessary to construct, complete and operate said railroad and its appendages, and if said company cannot agree with the owner or owners of said land taken as aforesaid, application may be made to any Justice of the Peace of the county in which the land may be situated, who, thereupon, shall issue his warrant directed to the sheriff of his county requiring him to summon a jury of twenty bona fide house keepers, not related, or in any wise interested, to meet on the land, or as near it as is practicable, to be valued on a day named in said warrant, not less than ten nor more than twenty days after the issuing of the same, and if any of the jurors shall fail to attend, said sheriff shall forthwith summon as many jurors as may be necessary with those in attendance to complete the panel aforesaid. From them, each party, or the attorney or agent of either party, if present; if not, then the sheriff for the party absent, may strike off four jurors each, and the remaining twelve shall act as the jury of inquest of damages, after having been sworn by the sheriff justly and impartially to fix the damages which the owner or owners shall sustain by the use and occupation of the land required by the company. In estimating the damages, the jury shall take into consideration the benefits resulting to the owner from conducting said road through the lands of said owner, but only in the extinguishment of damages. The jury shall reduce their verdict to writing and sign the same, and it shall be returned by the sheriff to the clerk of the Circuit Court for said county, who shall docket the same as all civil business, and upon the call of the docket, the Court shall enter an order confirming the said inquisition, unless defense be made and sufficient cause be shown against it; and when so confirmed, the clerk shall enter it of record at the expense of the company, but if set aside the Court may direct another inquisition to be taken in the same manner. Such inquisition shall describe the bounds of land taken and the extent and duration of interest in the same, and such damages when tendered or paid to the owner or owners of said land, or his, or her, or their agent or legal representative, or to the clerk of said Court for the use of any such owner, when he, she, or they may refuse to receive the same, or reside out of the county, shall ipso facto vest in the Company the right of the land, or the use of the same, to all intents and purposes, as fully as if the same had been acquired by valid conveyance."

SEC. 2. The capital stock of said company shall be one million of dollars, which may be increased by said Company to any sum not exceeding three millions of dollars, which may be divided into shares of one hundred dollars each, which shall be deemed personal property, and may be issued and transferred in such manner as the board of directors may prescribe.

SEC. 3. The affairs of said Company shall be managed by a board of seven directors, which may be increased to any number not exceeding thirteen, and William J. Allen, H. Watson Webb, William H. Green, Samuel Staats Taylor, Daniel Bodkin, Thomas H. Richardson, and William White, are hereby appointed the first board, who shall hold their offices until their successors shall be elected and qualified in such manner as may be prescribed by the by-laws of said company. Said board shall have the power of electing one of their number President, and such other officers as may be prescribed by the by-laws.

SEC. 4. Said corporation shall have power to unite its railroad with any other railroad now constructed, or which may be hereafter constructed, upon such terms as may be mutually agreed upon between the companies so connecting, and from time to time to borrow such sums of money, as may be necessary for the purposes of said Company, and at any rate of interest not exceeding ten per cent. per annum, and to issue and dispose of their bonds in denominations of not less than one hundred dollars, for any amount so borrowed, and to mortgage their corporate property, real or personal, and their franchise or convey the same by deed of trust to secure the payment of the money so borrowed, or any other debt of said Company.

SEC. 5. This act to take effect from and after its passage.

JOHN T. BUNCH,
Speaker of the House of Representatives.
WILLIAM JOHNSON,
Speaker of the Senate.
Approved 18th January, 1869:
J. W. STEVENSON,
By the Governor:
S. B. CHURCHILL, Secretary of State.

Commonwealth of Kentucky, Sec. 1. W. T. Samuels, Assistant Secretary of State, certify that the foregoing bill is truly copied from the original enrolled bill in the office of the Secretary of State.

Witness my hand and the seal of the State, at my office, in the city of Frankfort, Kentucky, this 19th day of January, A. D. 1869.
[Seal]
W. T. SAMUELS,
Assistant Secretary.

ILLINOIS LEGISLATURE.

In the senate last Saturday the bill for a mineralogical and geological survey was reported back from the committee and ordered engrossed for a third reading.

The senate confirmed the nomination of Benjamin K. Walsh as state entomologist. A message from the governor announced the nomination of James M. Allen, J. C. Babcock, Charles H. Gould, James C. Sloo, Joseph C. Utley, B. D. Brewster and J. D. Webster canal commissioners, and were referred to the committee on internal improvements.

From the Springfield 'Journal' of the 22d, we clip the following relative to special legislation for southern Illinois:

Senate bill 198, for an act in aid of the Belleville and Southern Illinois Railroad Company, with amendments, was reported back by the committee who recommended its adoption as amended.

The report of the committee was concurred in, and the bill, as amended, was ordered to a third reading.

Mr. Munn offered further amendment to the effect that Metropolis City, Massac county, be a point to be touched by said railroad, which was adopted by the following vote: Ayes 12, nays 10.

Afterwards upon motion of Mr. Strevell, the vote by which senate bill 198, for an act in aid of the Belleville and Southern Illinois Railroad Company, was ordered to be engrossed for a third reading, was re-considered.

Upon motion of Mr. Munn, the bill was re-committed to the committee on railroads.

In the hands of this committee this bill will probably rest.

AROUND-ABOUT CAIRO.

The Mound City 'Journal,' of Saturday, is freighted with good things, of which the following fascinating paragraph is a sample:

The Cairo Evening 'Bulletin,' appears to be flourishing finely. Though not so large a paper as the old 'Democrat,' it presents a better appearance and is a much more readable paper. Those residing in Southern Illinois who desire to keep posted in the news from day to day should take the 'Bulletin.'

From the same source we editorialize the following items:

Bill Dougherty and nephew are building a substantial saw mill at the mouth of Cache river. They deserve to succeed in everything they undertake. The mere fact that they undertake a thing is evidence that it is honorable and deserving.

The Pulaski county radicals speak of judge A. M. Brown as a probable candidate for the vacant circuit judgeship. Brown is a gentleman, but the people want Sloan on the bench in this circuit.

Mr. J. D. Babcock has taken a contract for grading seven miles of the C. & V. R. R. in Johnson county, and has a large force at work. We are in earnest about building this road.

The Germans of Mound City propose the holding of a masquerade ball early next month. If any of them were guests of the Cairo Casino they no doubt received hints in that line by which they may profit.

Young Dwyer who was stabbed in Mound City, last week, by a saloon keeper named Dick Smith cannot recover—is dead probably, before this time. The 'Journal' thinks the stabbing unnecessary, and gives Smith the character of a desperado, who has frequently resorted to the knife and pistol when there was no call for it. Not long ago he shot and killed a fine horse while in the heat of passion. The world would probably lose nothing if Smith were to end his days in the penitentiary.

Fred. Ehlman, a clever young Cairo drug-gist, brought a clergyman into requisition, at the Stokes House, in Mound City one day last week. The 'Journal,' says that on Fred's arrival with his blushing intended he could not exactly inform the hotel clerk whether he wanted one room or two. The parson so adjusted matters; however, that one room answered.

The German School ball recently held in Mound City netted \$157.55.

The 'Journal' says that Dr. Wardner's temperance lecture of the previous Friday night was "a very good production," but delivered to a small audience.

A Mound City firm is about to engage in the manufacture of velocipedes.

One of Mr. Browner's cow's bawled herself to-death. She kept up an incessant and terrific bawling during a period of two or three days, trying to treat everybody to a horn who attempted to approach her. Bovinologists will please inform us by mail, on gilt-edged paper, what ailed that cow.

Dr. L. F. Owens, a practitioner of forty years' standing has resumed his practice, having been compelled to abandon it by sickness. For many years Dr. O. occupied the exalted position of president of the Kentucky medical society—a position to which a man of ordinary ability would aspire in vain.

Mat Burns, who has not entirely passed from Cairo memory, has the job of repainting the Great Republic, now undergoing repairs at Mound City.

NEWS PARAGRAPHS.

[Collected from our latest telegrams.]

The Alaska investigation is pretty near all in, and shows simply that that no money was paid out to obtain the passage of the appropriation, except by the Russian legation to Robert J. Walker for counsel fees.

Darien Canal. It is learned that the negotiations of Mr. Seward with the republic of Columbia, for the right of way to the Darien canal, is a failure, and that Caleb Cushing will return home without having accomplished his mission at Bogota.

A private letter has been received from John H. Surratt, at Rio Janeiro, Brazil, where he arrived after a passage of fifty-three days from Baltimore. He states that he made the trip for the benefit of his health, and expects to be in Baltimore by the middle of March. He had heard that the court in banc in Washington had discharged his case, and expresses the hope that the authorities are now content.

BOOKS.

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NEW ADVERTISEMENTS.

TAX SALE NOTICE.

To M. M. Rowlings, Martin Atherton's heirs, John Cummings, and all others interested.

Notice is hereby given that a sale of lands situated in the county of Alexander and State of Illinois, for the State and county taxes for the year A. D. 1868, held at the door of the Court House in the city of Cairo in the county of Alexander and State of Illinois, the 29th day of June, A. D. 1867, I became the purchaser of the following described lands, viz: The southwest quarter of section thirty-five (35), in township fifteen (15) north, in range two (2) west of the third P. M.; one fourth of the northeast quarter of the northeast quarter of section thirty-five (35), in township fifteen (15) north, in range two (2) west of the third P. M.; and the northwest quarter of the northwest quarter of section twenty-three (23), in township seventeen (17) south, in range two (2) west of the third P. M.; and that the time for the redemption of said lands from said sale will expire on the 29th day of June, A. D. 1869, and that unless sooner redeemed I will apply for a deed for and possession of the same, according to law.

WILLIAM MARTIN, Purchaser.
Cairo, January 26, 1869.

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