THE MEMPHIS DAILY APPEAL.

BY BENJAMIN F. DILL. MEMPHIS, TENN., TUESDAY, APRIL 24, 1866. VOLUME XVI.—NUMBER 143.

MEMPHIS APPEAL.

PUBLISHED DAILY & WEEKLY

—BY—

BENJAMIN F. DILL.

To whom all Letters should be Addressed.

PRICE OF SUBSCRIPTION.

Daily (in advance) per annum	$15 00
" " per month	1 25
" " per week	25
To carriers and news-dealers, per copy	5
Weekly per annum (in advance)	5 00

☞ No subscription entered on our mail books for a less time than one month.

RATES OF ADVERTISING.

One square one insertion	$1 00
" " each additional insertion	50
" " two weeks	6 00
" " one month	8 00

☞ All advertisements considered due after the first insertion.

☞ Eight lines of solid nonpareil constitute a square.

☞ All advertisements in the Special Notice column will be charged 25 cents per line.

☞ Marriage and death notices published as other advertisements.

☞ Advertisements to be inserted in the Weekly paper only, or at irregular intervals in either of the papers, will be charged $1 per square for each and every insertion.

☞ All advertisements not marked for a specified time will be discontinued at the end of one week.

☞ All advertisements for the Appeal must be handed in at the Clerk's desk.

☞ Transient advertisements must be paid for in advance.

☞ No advertisement will appear in the Weekly paper, unless by special contract.

☞ Corrients are requested to use their best endeavors to send us subscribers, and fill up our lists, and also to forward any items of news that may be of sufficient local importance to warrant their publication.

As an inducement to get up clubs, we have adopted the following scale of prices, which are as low as our current office expenses will admit of:

MEMPHIS CITY DIRECTORY.

City Officers.

Mayor—John Park. Office, Exchange Building.

Recorder—J. R. Richards. Office, Exchange Building.

Revenuer—John C. Creighton. Office, Adams street, between Second and Third streets.

Wharfmaster—J. J. Butler. St. Louis and Memphis Packet Company's wharfboat.

Tax Collector—Fred. Warner, Exchange Building.

Comptroller—P. M. Dickinson, Exchange Building.

Inspector—B. Decker, Eiff, between Adams and Washington streets.

Treasurer—Wm. Bridges, Exchange Building.

Health Officer—Dr. Wm. C. Kavanagh, Jefferson, between Second and Third streets.

City Engineer—J. H. McNinn, Exchange Building.

Attorney—R. DeE. Morgan, Blythe's Building.

Secretary Board Mayor and Aldermen—L. R. Richards.

Street Commissioner—James Pool, Exchange Building.

Market Masters—Thomas Gayney, James Hughes.

Chief Engineer Fire Department—Edward O'Neil, Exchange Building.

Chief of Police—John G. Garrett, Station House, Adams street, between Second and Third.

Board of Aldermen.

First Ward—John Glassey, E. V. Maloney.
Second Ward—S. P. Morgan, J. D. Coleman.
Third Ward—Chas. Kaiser, Louis Wunderman.
Fourth Ward—A. P. Hurdle, I. M. Hill.
Fifth Ward—J. Bigger, A. M. Winfield.
Sixth Ward—R. Beckett, W. Harvey.
Seventh Ward—J. Coughlin, W. Gaffney.
Eighth Ward—D. R. Grace, J. F. Greene.

U. S. Officers at Memphis.

Collector Internal Revenue—R. Hough, 43 Madison street.

Postmaster—R. C. Gist, corner Third and Jefferson streets.

U. S. Marshal—M. T. Ryder, 37 Jackson Block.

U. S. District Attorney—John I. Williams; res., 55 Jackson Block.

U. S. Clerk—A. S. Mitchell, 72 Jackson Block.

Superintendent of the Post—Office over Mackey's, Front street, between Court and Madison streets.

Freedmen's Bureau.

Superintendent—Brig. Gen. B. P. Runkle.
Assistant Commissioner—Capt. S. S. Carpenter, Madison street, between Second and Third.

Courts.

Criminal Court—Wm. Hunter, Judge; Wm. Wallace, Attorney General; John Donovan, Clerk. Meets second Monday in October, Greenlaw's Building.

Common Law and Chancery Court—Wm. M. Smith, Judge; officers same as Criminal Court. Meets second Monday in November, Greenlaw's Building.

Circuit Court—Thomas Leonard, Judge; John Langan, Clerk. Corner Second and Monroe streets. Meets at Raleigh first Monday in each month.

Circuit Court—George W. Reaves, Judge; M. D. Sheppard, Clerk; Wm. Wallace, Attorney. Meets at Raleigh third Monday in January, May and September.

County Register—Charles W. Johnson, corner Court and Second streets.

Sheriff—P. M. Winters, Greenlaw's Building.

Banks.

First National Bank—F. S. Davis, President; C. P. Norris, Cashier. 14 Madison street.

Tennessee National Bank—George R. Rutter, President; F. B. Mengel, Cashier. Southwest corner Main and Jefferson streets.

Gayoso Savings Institution—John C. Lanier, President; E. M. Avery, Cashier. 11 Madison street.

DeSoto Savings Institution—James Eldridge, President; J. M. Farnsworth, Cashier. No. 14 Madison street.

Commercial Bank—J. W. Page, Jr., President; H. S. Smith, Cashier. Southwest corner Main and Madison streets.

Merchants' National Bank—W. H. Cherry, President; R. C. Daniel, Cashier.

Memphis Insurance Company—J. J. Murphy, President; F. M. Cash, Secretary. 22½ Madison street.

Jackson Insurance Company—I. R. Kirtland, President; J. M. Byers, Treasurer. 30 Madison street.

Home Insurance and Trust Company—R. P. Boling, President. 11 Madison street.

Franklin Insurance Trust Company—S. D. McClure, President; N. S. White, Treasurer. Northeast corner Second and Jefferson streets.

German National Bank—John Aisslin, President; Nathan Cummins, Vice-President; Herbert Fitzhugh, Cashier. 20 Main street.

Memphis Life and General Insurance Company—Wm. Fontaine, President; H. D. Bickley, Secretary. Northeast corner Madison and Front streets.

National Insurance Company—John F. Cameron, President; Hunsden Cary, Secretary. 12 Jefferson street.

The Mails Close.

For New Orleans, Vicksburg, Jackson and Grenada, daily, via Mississippi and Tennessee Railroad, 5:30 p.m.

Nashville, Louisville and Cincinnati, daily, via Memphis and Charleston Railroad, 3:25 a.m.

New York, Richmond, Washington, Boston, Philadelphia, Washington and all Eastern cities, daily, at 3:25 a.m., via Memphis and Charleston; also, East Tennessee and Virginia Railroads.

Cairo, Chicago, St. Louis and Northern and Western, daily, at 7:30 a.m., via Memphis and Ohio Railroad.

Helena, river and way landings, three times a week.

Montgomery and Mobile, and Mobile and Ohio Railroad, daily, at 3:25 a.m., via Memphis and Charleston Railroad.

Mississippi and Tennessee Railroad, daily, at 3:30 p.m.

Memphis and Ohio Railroad, daily, at 3:30 a.m.

Little Rock and White river, three times a week, at 3 p.m.

Railroads.

Memphis and Charleston Railroad—Sam. Tate, President; Dennis Flynn, Front Road, head of Jefferson street. Ticket office, 10 Court street. Arrive, 3:25 p.m.; depart, 6:25 a.m.

Memphis and Ohio Railroad—Alonzo Woodruff, President; corner Main and Madison streets. Arrive, 11:30 p.m.; depart, 8:30 a.m.

Mississippi and Tennessee Railroad—F. M. White, President. South street, between Main and Front streets. Ticket office, 4 Jefferson street. Arrive, 10 a.m.; depart, 1:30 p.m.

Hack Ordinance.

One day's use of each hack and drayer, $10.

Passengers, with ordinary baggage, from or to any railroad depot, hotel or landing in the city, or from or to any place within the corporate limits of the city, for each passenger, 50 cents.

For use of carriage, containing compliment or less of passengers, with privilege of going from place to place within the city or suburbs, for the first hour, $2; for each succeeding hour, until the charge shall reach ten dollars, $1.

Double the above rates may be charged after 9 o'clock p.m.

DICKSON CUNNINGHAM,

EXCLUSIVE

FLOUR

MERCHANT,

No. 351 Second St.

Greenlaw Block, MEMPHIS, TENN.

☞ Fresh Cornmeal always on hand. apl3-3m

11 O'Clock.

THE increasing popularity of this purely Medical Beverage is sufficient evidence of its wonderful and deserving efficacy in the cure of any of the following complaints:

Sick and Nervous Headache,
Dyspepsia,
Liver Complaint,
Indigestion,
Kidney Affections,
Diseases of the Bladder,
Loss of Vital Energy,
or General Debility.

To ladies it is particularly recommended. It is a wholesome, invigorating tonic, and is fast superseding the many worthless and unwholesome Bitters that are now being palmed off upon the public.

As an appetizer, it has no equal. Try it! and you will be convinced of its inestimable value. It is indispensable in every household.

VAN BUSKIRK & HENRY,

Sole Proprietors for the U. S. and Canadas. 39 State street, Chicago.

Sold by MATTHIAS & SHEBOTTOM, Wholesale Agents, No. 7 Monroe street, Memphis, Tenn.

mar11-3m

CONGRESSIONAL PROCEEDINGS.

WASHINGTON, April 20.—*Senate.* The bill in relation to the *habeas corpus* was taken up. The question was on an amendment of Mr. Edwards, to exempt from indemnification unlawful acts committed by officers in States where the *habeas corpus* was not suspended. Amendment was lost by ayes 10, nays 29.

Mr. Howard asked that the Committee on the Pacific railroad be discharged from the further consideration of a bill to aid in the construction of the Southern branch of the Pacific railroad, on the ground that the committee are of opinion that no further pecuniary obligations ought to be assumed by the Government to aid in the construction of the branches of the Union Pacific railroad. The committee was discharged as requested.

Mr. Howard, from the Committee on Pacific railroad, reported a joint resolution to extend the time for the completion of the first twenty miles of the Western Pacific railroad to the first of January, 1867, which was passed.

Mr. Cowan discussed the judicial authority conferred by the Constitution upon the Federal Government. The Government, he said, was a Government of power. Although many who came here as senators affect to sneer at the assertion, that could not be helped, as there was nothing in the Constitution to prevent a man from making a fool of himself. He thought it was about time for the whip to come to crack over the heads of the minority in the Senate. It was about time for the minority to be freed from the tyranny of the majority.

The question was next taken on Mr. Saulsbury's amendment to strike out the fourth section. Disagreed to.

Mr. Edmonds moved to amend the first section by providing that in all suits against officers referred to in this act, the Government of the United States shall pay all damages and costs. This was disagreed to.

Mr. Howe offered an amendment making it the duty of the Attorney General and of District Attorneys to defend all officers in United States courts, and in the cases alluded to in the bill. This was disagreed to.

Mr. Hendricks moved to amend the following clause of the first section, but no such order shall be a defense to any suit or action for any act done or committed, or to be done after the passage of this act, by adding the words, "no, nor for any act done with malice, cruelty, or unnecessary severity." Adopted, yeas 18, nays 16.

Mr. Doolittle offered an amendment to the first section, to the effect that the order of a superior officer shall constitute, in those States and Territories where martial law has not been declared, or where the administration of civil law has not been interrupted, a *prima facie* defense; and in case it shall be made to appear that such person acted under such order not maliciously or oppressively, such defense shall be conclusive.

Mr. Doolittle subsequently withdrew his amendment.

The bill was then passed, yeas 30, nays 4.

The Senate then adjourned.

Mr. Delano, from the Committee on Claims, reported back the resolution authorizing the remission to John Weld & Sons, of Baltimore, of so much of the penalty incurred by them by reason of their failure to comply with their contract of October 4, 1865, for repairing the steamer City of Albany, as may be covered by the actual loss of the Government by reason of the delay in completing the work on the steamer. Mr. Delano explained the circumstances. The joint resolution was read three times and passed.

Mr. Delano, also from the same committee, reported back the Senate bill authorizing the Secretary of the Treasury to issue to the order of G. Elwood, of Providence, R. I., twenty-one thousand dollar 7-30 bonds, in lieu of two such bonds, numbered 104,182 and 104,183, partially destroyed by fire, and the charred remains of which are deposited in the Treasury.

The bill was considered and passed.

Mr. Washburne, of Illinois, offered a resolution, which was adopted, directing the Secretary of War to communicate to the House the report of the mixed board of engineers and naval officers, of which Commander Lattimer was President, and Majors Chas. E. Barnard and Beauregard were members in 1851 and 1852, and the report of Major Beauregard, in 1852 or 1853, relative to the success of the operations of the Caw Company in deepening the south west passage by contract.

The House then proceeded to the consideration of the bill to reorganize and establish the army of the United States, the pending question being on Mr. Thayer's amendment to the 10th section, relating to the Adjutant General's department.

Mr. Schenck moved to amend section 67, adding the following proviso: Provided that nothing in this section shall be construed to vacate the commission of any officer now commissioned as assistant adjutant general, but only to change the title of adjutant, in the case of those who rank as lieutenant colonel or major, without affecting in any way their relative position or terms from which they take such rank.

The amendment as modified reads as follows: *And be it further enacted,* That the Adjutant General's Department shall hereafter consist of the officers now authorized by law, and that there shall be seven officers, namely: One adjutant general, with rank, pay and emoluments of a brigadier general; four assistant adjutant generals with the rank, pay and emoluments of colonels of cavalry; five assistant adjutant generals with rank, pay and emoluments of lieutenant colonels, and ten assistant generals with the rank, pay and emoluments of Major of cavalry.

The House then proceeded to the consideration of the 14th section in regard to inspector generals of the army, which is as follows:

Sec. 14. *And be it further enacted,* That there shall be four inspectors general of the army, with the rank, pay and emoluments of colonels of cavalry, and four assistant inspectors general, with the rank, pay and emoluments of majors of cavalry.

The House proceeded to the consideration of the fifteenth section, relating to the Bureau of Military Justice.

Mr. —— moved to amend by inserting after the words military commissioners, the words "authorized by law."

Mr. Bingham opposed the amendment as covering a reflection upon the late President.

Mr. Upson moved an amendment by making it read "under the laws of war."

After some discussion, both amendments were rejected.

Mr. Garfield moved to amend by striking out the words "military commissioners," and called for the yeas and nays. Amendment was rejected by yeas 34; nays 76.

The House passed to the consideration of the 18th section relating to the Quartermaster's Department.

Mr. Davis moved a substitute for the section providing for one quartermaster-general, four assistant quartermaster-generals and deputy quartermaster-generals, sixteen quartermasters and forty-eight assistant quartermasters.

Pending the consideration of the resolution a movement was made toward adjournment.

On motion of Mr. Stevens it was ordered that the session to-morrow be confined to general debate on the President's annual message.

Mr. Harding, of Illinois, from the Committee on Military Affairs, reported back with amendments, the House bill to educate the militia. Ordered printed, and recommitted.

On motion of Mr. Deming, the Military Committee was discharged from the consideration of the memorial in reference to the military reservation at Fort Riley, and it was referred to the Committee on Public Lands.

On motion of Mr. Morehead leave was granted to Mr. Washburne, of Illinois, to report back the Senate bill to pay Thos. F. Wilson, late United States Consul at Bahia, Brazil, $13,000 in full for extra services and all other claims of his against the Government, which was considered and passed.

Mr. Eldridge presented a memorial from the Wisconsin legislature for a grant of land to aid in the construction of so much of the Winnebago and Superior railroad as extends from Doie's Island to Stevens' Point. Referred to committee.

A resolution instructing the Committee on Banking and Currency to inquire into the expediency of providing by law for the conversion of State banks now authorized into National banks, on or before the 1st of January next, was offered.

Then the House adjourned.

Large Increase of Actual Settlers upon the Public Lands.—In the month of March, forty-nine thousand seven hundred acres were disposed of at the district land office at Bonneville, Mo., the greater part for homestead actual settlement, a part as cash sales, amounting to ten thousand four hundred and sixty-two dollars, and the residue bounty land locations. In the same month, at the La Crosse land office in Wisconsin, seven thousand four hundred and thirty-six acres were disposed of—the larger portion for homestead actual settlement, and the residue taken by agricultural and mechanic college land scrip, and by cash sales and bounty land warrants. At the Topeka, Kansas, United States land office, over five thousand acres were taken up and disposed of in the same month—the larger part for actual settlement.

An editor—Western, of course—declines a poem sent to him for publication because the rhythm sounds like pumpkins rolling over a barn floor, and some of the lines appear to have been measured with a yard stick and others with a ten foot pole.

If we lay no restraint upon our lust, no control upon our appetites and passions, they hurry us into guilt and misery.

THE SOUTHERN RAILROAD.

Important Meeting in Cincinnati.

[From the Cincinnati Enquirer of the 20th.]

One of the most important meetings ever held in Cincinnati was convened in the Merchant's Exchange last night. The Chamber was well filled by the substantial, or better known as the moneyed men of the city, and it was soon discernible that their business element was there, for a purpose, namely: the fulfillment of a request that the city of Cincinnati subscribe $1,000,000 to the great Southern (Knoxville) railroad, to insure its construction and completion. The meeting was organized by naming the following gentlemen as officers of the same:

President—Hon. W. S. Groesbeck.

Vice-Presidents—Messrs. Larz Anderson, W. H. Clement, H. C. Lord, S. S. L'Hommedieu, Joseph C. Butler and P. Heidelbach.

Secretary—Theo. Cook, Esq.

Mr. Groesbeck, upon taking the chair, stated the object of the meeting to be the receipt of a report in relation to the construction of the Southern railroad, and to decide what is best to be done. He gave as his opinion that if this meeting failed to give a favorable account, the subject may be considered to be indefinitely postponed. There may be some who look to the city of Cincinnati in her official capacity to do something, and it seems to be the proper way that such subscriptions should be obtained, but that door is shut, and will not be opened, for it is clearly prohibited by the law of the State, and all cities and counties are prevented from making any such subscription.

He regarded this meeting of considerable importance. The city of Cincinnati had no special or direct communication with the South, and in fact it is impossible to answer the demands of the trade without railroad communication. If such a connection is not made trade will go in another direction. There are Northern States and Southern States, and Cincinnati has been named as belonging to a Northern State, when in fact she is more a Southern than a Northern city. It was started and established by Southern trade. It will not do to loiter in this matter. The speaker then briefly alluded to the many benefits which would accrue by the construction of this road to property holders, and our citizens generally, and bespoke for the enterprise a liberal and generous reception.

The committee then made the following report:

In consideration of the importance and value to the city of Cincinnati, and to our respective business and trade, the early construction of a line of railroad from the city of Lexington, Kentucky, via Nicholasville and Danville to the East Tennessee and Georgia railroad, at Knoxville and Chattanooga, or some intermediate point, the undersigned, citizens of Cincinnati, hereby agree to donate and pay to Larz Anderson, Miles Greenwood, John W. Ellis, William Hoover and William Glenn, trustees, for any party or company which may be duly and legally authorized by the law of Kentucky and Tennessee to construct said road, the sum of money set against our respective names, to aid in the construction of said road. Said amount to be paid upon the completion of said road, so as to allow the passage of the locomotive and a train of cars over its whole line.

The undersigned, subscribers, however, reserving the right each to subscribe for an amount of the capital stock of said company equal to the sum hereby agreed to be donated by him, provided, however, that if, at the expiration of twelve months from the 1st day of May, 1866, no company as above named shall agree to construct said road, or having so agreed, shall therefore fail to comply substantially with such undertaking, so that said road shall not be completed within five years of the date aforesaid, then the subscription to be void, at the option of a majority in value of the subscribers; and, provided, also, that this donation and its benefits shall first be offered to any responsible parties in Cincinnati, or its immediate vicinity, who shall agree to organize a company as aforesaid, and said trustees are hereby authorized to act for us, each and all, in awarding and assigning the same.

These subscriptions are not joint, but several, and in no event shall the liability of a subscriber exceed the amount of his subscription.

The next speaker was Hon. Stanley Matthews, who commenced by saying that he appeared before the meeting at the request of the committee who had made the report. The subject of a railroad connection with the South was not a new one. It was urged thirty years ago in the old Medical College halls by the well known Dr. Drake, who strongly and strenuously favored the construction of the Cincinnati and Charleston railroad, and it was said at the time that his position in relation to this Southern enterprise unfitted him for the chair in the Medical College. At one lecture which Dr. Drake delivered, a strong Drake party, knowing the public opposition to him in that respect, attended the lecture and determined to put the doctor and the railroad through; at another time the first illumination in Cincinnati was on account of the projected railroad through to Charleston.

Judge Matthews then spoke of the commencement of railroads in America, and the rapidity with which they extended in every direction, from east to west, in every State and county, and reaching from Portland, Maine, to a point five hundred miles west of St. Louis. The roads north of the Ohio river and those south of the same were two great systems, all running from east to west. He then drew a beautiful picture of the mutual exchange in produce, fraternal kindness, and bringing together a once happy but recently distracted people, by the extension of these two systems. If the word politics could be blotted out, and the business arts of peace, cultivation of the soil, building of roads, canals, etc., changing commodities for their equivalents, forgetting that there is a North or South, East or West, or politics, then would be seen the beneficent results of such constructions as is proposed here to-night. He said the necessity of this great work. Will we do it? One thing only will do it, and that is money. Where would Cincinnati be without her numerous railroads? She would be a nameless village. You are asked to invest a million dollars in this great harvest, and you are promised a rich harvest, with interest and principal back. If you desire to avoid a monetary crash, inflate your business. Property holders were advised to put $50,000 in the Knoxville railroad. There is a new world open to us—created for the first time, and now open to emigration. It is rich in mineral wealth, copper, etc., is unsurpassed as a grazing and agricultural region, and enjoys the monopoly of the great staple—cotton. If you don't build this road, other interests will.

The speaker then pointed out the advantages Cincinnati enjoyed over Louisville, St. Louis and other cities in the construction of this road.

The book for subscriptions was then opened, and the following is the result:

C. H. and Dayton Railroad Co.	$ 50,000
Dayton and Michigan Railroad Co.	50,000
Atlantic and Great Western Railroad Co.	100,000
Little Miami R. R. and N. Railroad Co.	100,000
Connecting Road at Columbus	100,000
Indianapolis and Cin. Railroad Co.	50,000
S. S. L'Hommedieu	5,000
Wm. Glenn & Sons	10,000
J. M. Shoup & Co.	10,000
Larz Anderson	10,000
E. L. Morey & Co.	10,000
Robert Mitchell	10,000
David Sinton	10,000
Lane & Bodley	10,000
Barker, Hart & Cook	5,000
W. S. Groesbeck	5,000
C. Workington	5,000
Miles Greenwood	5,000
James Gibney	5,000
John W. Ellis	5,000
Spencer & Co.	5,000
W. W. Rouse & Co.	5,000
F. Eckstein	1,000
Total	$559,500

It was then resolved that Wm. Glenn, Larz Anderson, Miles Greenwood, P. Heidelbach and B. M. Bishop be appointed a committee to secure the balance of the necessary subscriptions; after which the meeting adjourned.

RECONSTRUCTION.

Testimony in Reference to Mississippi and Alabama.

MISSISSIPPI.

Testimony of Gov. Sharkey.—Hon. W. L. Sharkey testified that, when he commenced his duties as provisional governor of Missippi, he found the people—fifty to one—perfectly reconciled to the condition of things. Even the secession party admitted that they had made a miserable failure, and were anxious to get back into the Union. They came up freely and cheerfully, and met all the demands of the President. Some prejudice had arisen against the State because of a foolish provision of a late legislative enactment limiting the right of freedmen to hold property. The action was in contravention of the laws as they had always previously existed. The freedmen are doing unmistakably well, but there is no disguising the fact that the freedmen's bureau and the colored troops have done more harm than good. Gen. Howard is a very clever gentleman; but there are men in charge of the freedmen's bureau in Mississippi who are disposed to speculate on white and black. I verily believe that if at the time I was there all the troops and the freedmen's bureau had been withdrawn, I could have had a perfect state of order in two weeks. There are now in the State very little over half as many freedmen as there were formerly slaves. There is no telling the morality that has prevailed among their numbers. The negroes are, in very few instances, disposed to accumulate property. My expectation concerning them is, that they are destined to extinction beyond a doubt. We must judge of the future by the past; and I could tell you a great many circumstances to that effect.

In answer to a question as to the status of senators and members elect to Congress, the witness said they were all Whigs, except one, who was a Union Democrat. The Whig party, as a general thing, were clear of the column of secession. The State government is in the hands of conservative men. The judges of the high court of errors were all secessionists. We really had no material respectability to run against them. The attorney general is in the same category.

ALABAMA.

Testimony of Bvt. Brig. Gen. Swayne.—Bvt. Brig. Gen. Swayne, commissioner of the freedmen's bureau for Alabama since August last, testifies that, since he went there, there has been a gradual cessation of disorder, a progress of legislation toward equal laws for all men, and a marked decision of political animosity. When he went there, failing to induce the provisional government to issue a proclamation declaring that the negro should have full civil rights, witness issued such an order himself, inviting the judges and magistrates of the State to become his agents for the administration of justice. The order was seconded by the governor and generally carried out by the magistrates. The system of agencies was continued by order of the convention when it assembled until the close of the next session of the Legislature. That body, however, when it met passed a series of laws, regarded as a practical enactment of slavery in all particulars except the sale of persons. The bills were vetoed by Gov Parsons, and the vetoes were sustained in each instance; after which no attempt at class legislation was made. After the surrender of Lee a kindly feeling was generally expressed toward the United States; since which a great increase of bitterness has taken place, displaying itself in a sort of social ostracism of Union men—Northern emigrants and army officers. There is a general desire on the part of the people to see the bureau removed. The governor would like to see it removed; but while it remains extends to it cordial co-operation. The city of Mobile appears to be largely under the control of rowdyism, and actuated throughout by a feeling of hostility to the freedmen. During the past six months four colored churches have been burned in consequence of the attempt to establish colored schools in them.

IRON MOUNTAIN R. R. EXTENSION.

Meeting of the Citizens of Phillips county Arkansas.

Cor. of the Missouri Democrat.]

HELENA, ARK., April 16, 1866.

There was a meeting to-day composed of the best material of the county of Phillips, held in the city of Helena, for the purpose of considering the proper steps toward the construction of an extension of the Iron Mountain railroad to this city. Our oldest and best men were in attendance, and the interest manifested on the occasion showed plainly enough that the people are alive to the important results to them which must grow out of this great public work. The Committee that went to St. Louis to ascertain how the commercial and railroad pulse beat on this question, submitted the report of their visit, and the people were gratified to learn that the men of St. Louis also appreciate the beneficial effects which must flow from the construction of the Iron Mountain railroad, with the Southern terminus on the Mississippi river at a point below ice and sandbar obstructions, and at a point, too, so far above overflow as to offer uninterrupted communication with the Mississippi river at all seasons of the year.

At the meeting to-day, all the preliminary steps were taken, looking first to the survey, and then to the grading of the road; and the railroad men of St. Louis must not be surprised if we have caught a portion of that progressive and enlightened public spirit so characteristic of St. Louis.

An organization under the charter granted by the Legislature of Arkansas just previous to the war will immediately take place; books of subscription to the stock of the road will soon be opened, and we will then be able to test the reliance we may place upon the offers of assistance in this behalf tendered us by the gentlemen composing our party during the short visit of our railroad delegation to St. Louis. We look confidently to that assistance, believing that the motive which actuates ourselves in this matter, to wit: the benefit to be to the city where we dwell and the country which supports it, will operate with a ten fold effect upon the business men of a city so purely commercial as St. Louis.

No railroad South or North of Mason and Dixon's line will pay better than the one proposed. Not one converging at your city yields the amount of trade which this road will pour into St. Louis. The poverty entailed on the South by the late war will soon pass away; the splendid plantations now lying waste will erelong be covered with white with cotton and golden grain; towns now in ruins will gradually emerge from the sad debris and desolation of war, larger and more beautiful than ever; the independent yeoman will take the place of the old plantation, the purse of the large hearted hospitality and honor of the planter will give place to a wider prosperity, a more diffusive and substantial wealth, resulting from the combination of capital, the emancipation of labor, the effusion of the new life opening up to the fertile fields of the South. When this prosperity comes—and come it assuredly will—what city North of us will reap the rich commercial harvest springing therefrom, which some city must certainly reap? The extension of these two systems, if bidding for this prospective trade; even the distant city of New York is preparing the way for the mighty crowd of Southern men who, before many years, will "go North" to purchase their spring or fall stock of goods. Our capacities for trade will increase every day, our demands on the cities of the North will increase with every dress turned in new and, every time "divided" by the axe for a "deadening." What city will reap the golden harvest of trade springing from the hundreds of millions of acres of fertile lands, watered by the tributaries of the Lower Mississippi? If St. Louis is true to herself she will go to her, and its natural transit is over the Iron Mountain railroad from Helena. When this road is built, St. Louis will at once command the trade of Arkansas, Texas, and the greater part of Tennessee, Mississippi and Louisiana. Surely this is a prize worth the expenditure of a few thousands of dollars. The route proposed is all airline, passing through the heart of the cotton country, and tapping the Mississippi river at the head of low water navigation, seven hundred miles from the Gulf of Mexico; a route which may be extended on the other side of the Mississippi river, along a belt of land above overflow, almost on an air-line to Canton, Miss., on the Mississippi Central railroad, or united with the Mississippi and Tennessee railroad by the construction of a branch twenty miles long, through the Mississippi bottom, from the Mississippi river to Batesville, in Panola county, Miss.

St. Louis may twiddle or aid in the building of the Columbus or Memphis routes, but neither of these meets the necessities of the case. Either of them would be beneficial to your people, of course, but they are not sufficient; for every hundred dollars which they will add to the municipal wealth of St. Louis, the Iron Mountain railroad will bring a thousand. The increasing magnitude and vigor of your Southern and Southwestern trade demands this permanent, unobstructed and air line highway. This road will be a direct line of communication passing through your city from St. Paul and Jefferson City to New Orleans, and will intersect the main public lines of travel to New Mexico and California, on all of which projected lines of railroad are already being surveyed. Can any intelligent citizen of St. Louis disregard the amount of wealth, the tremendous impetus to trade, which the proposed extension would yield to St. Louis? We, of Arkansas, have suffered too much by the ravages of war to build this road unassisted, but our people are willing to do everything in their power, will meet your people half-way, that this great public work may be completed. Our people are fully aware of its importance to them, but their every step is shackled by their limited means; still their resources are unlimited and they can and will do much toward the consummation of a public improvement "so devoutly to be wished for."

Let the capital of St. Louis meet the enterprise of Arkansas, and this road will be constructed.

NOTICE.

Mississippi & Tennessee Railroad.

ENGINEER'S OFFICE, April 19, 1866.

Contractors, merchants and others now holding scaleage, or who may hereafter send to this office, will please present or forward them to me in the new office, Jackson Block, Room No. 4, at the earliest practicable date, that engines may be taken (in the burning of the railroad office) the books, records, and all the property of the Mississippi and Tennessee Railroad Company, may be saved. Hence the necessity of the above request.

MILES MERWETHER, Chief Engineer.

apl 21-2w

To Planters.

$3,000,000 FOREIGN CAPITAL!!
200,000 FOREIGN LABORERS!

WE can deliver you promptly any number of European Laborers. We are prepared to act responsible planters with the necessary cash means to make the present cotton crop. Satisfactory mortgages required upon unencumbered plantations and the growing cotton crop.

BRIGHT, DEMOND & CO.,
Commission Merchants, 42 Madison st., Memphis, March 27, 1866. mar28-1m

PROFESSIONAL.

W. G. THOMPSON, C. W. FRAZER

Thompson & Frazer,

ATTORNEYS AT LAW, northwest corner of Second and Monroe, Memphis, Tenn. Will also attend to claims in North Mississippi. apl 10 1m

HENRY N. HAGY, Late of St. Louis, Mo. JNO. M. GARNACK, Memphis, Tenn.

Hart & Carmack,

ATTORNEYS and Counselors at Law, No. 42 Madison street, DeSoto Block, Memphis, Tenn. jan21

GEO. W. WINCHESTER, Late of Gallatin, Tenn. ROBERT A. HATCHER, Late of Missouri.

WINCHESTER & HATCHER,

Attorneys at Law & Gen'l Collecting Agts.

mar28-1m 327 Second st., Memphis.

Dr. J. Murray Rogers and Dr. Hortensius W. Purnell,

HAVING associated themselves in the general practice of Medicine, will continue to give special attention to all Surgical cases.

Vaccination with fresh and reliable virus.

To those unacquainted with Dr. Rogers, he refers to:

Gov. Charles Clark, of Mississippi.
Prof. Gustavus Nott, M.D., of New Orleans.
Prof. Middleton Michel, M.D., Charleston, S.C.

Office, 59 Madison Street,

mar28-3m Between Second and Third.

HENRY S. FITCH,

Attorney at Law,

161 Bay Street,

SAVANNAH, ... GEORGIA

jal5-3m

J. F. ANDREWS. GARNETT ANDREWS, JR.

Andrews & Andrews,

ATTORNEYS AT LAW

—AND—

REAL ESTATE AGENTS,

YAZOO CITY, MISS.

Practice in the Courts at Jackson, Vicksburg and Canton, and in the counties of Holmes, Attala, Sunflower and Issaquena.

Refer to Gov. S. G. Humphreys, Jackson, Miss. fa10 3m

DRY GOODS.

1866. 1866.

SPRING TRADE!!

D. SHLOSS & CO.,

NO. 247 MAIN STREET,

(Opposite Odd Fellow's Hall),

HAVE purchased from MANUFACTURERS and IMPORTERS in the Eastern cities, their entire assortment of

DRY GOODS;

Embracing every variety and style of ladies' dress goods; a complete line of white goods; a variety of Yankee Notions (too numerous to mention); domestic goods of every class; ladies and gentlemen's furnishing goods; ladies cloaks, dusters, mantles, mantillas, shawls, etc; hosiery, gloves, ribbons, and laces; a HEAVY assortment of boots and shoes, kids, etc., for ladies, gentlemen's, misses', boys' and children's use.

We invite the attention of wholesale buyers especially to our HEAVY and well SELECTED stock of goods.

Rest assured none will forget the place, and that all will at least call and examine for themselves before purchasing elsewhere, we assure our friends and the public generally, that this large stock of

Dry Goods,
Boots and Shoes,
Hats and Clothing,

Has been bought SINCE THE HEAVY DECLINE in these articles; and we are, therefore, prepared to sell without regard to the very lowest and cheapest market rates, which we are determined to give our friends and customers the benefit.

☞ Don't forget the place.

D. SHLOSS & CO.,

247 Main Street,

apl5-2w Opposite Odd Fellow's Hall.

MENKEN BROS. & CO.

Corner Court and Main Sts.,

BEG to announce to the ladies of Memphis and vicinity that they have just received from Europe, and from the Eastern cities, the latest styles of Silk Bonnets and Velvets, English and Belgian Lace Goods, and Mantillas and Mantilla Silks, comprising:

Pusher Points, from $6 to $20, at half the prices usually charged.
Chantilly Points, from $20 to $100.
Linen Points, from $15 to $100.
Real Brussels Lace Points, from $25 to $100.
Real Thread Lace Points, from $10 to $20.
Invisible Linen, squares in black and white, from $20 to $35.
Net Plain Thread White Llama Points, the Great Paris Fashion, $40, worth $65.
1,000 Mantillas, in all the new and elegant designs, at half price.
1 dozen Silk Mantillas at $20, worth $35.
An elegant lot of Bonnet Blondes at $35.

☞ Imported garments will be offered from this day at the Parisian cost.

Messrs. MENKEN BROS. & CO. beg to inform their patrons and the public that the above goods are their first distinct importation from Europe, and invite all ladies to make an early call, as the prices of the above goods are such as will effect immediate sale. apl2

EXTRAORDINARY INDUCEMENTS.

Elegant Stock of Goods to be closed out from this day to the 1st of June prior to our departure for Europe.

WE will close out our entire stock of elegant Fancy and Millinery Goods, cost price. We have also on hand some very handsome Silks, Grenadines, Organdies, Crapes, Parasols, etc., etc., which we will close out very low regardless of cost.

Our stock is now complete, and it is well known that all our goods are well selected and of superior quality, it is, therefore, an opportunity seldom offered to all who wish to buy elegant goods.

L. KREMEK, 254 Main street.

apl5-1w

SOMETHING NEW!

Southern Match Factory

THE undersigned have opened, on corner of Auction street and Randolph road, a Match Factory, and propose to make a first class article, equally nearly put up, at rates as low as in any Northern city, saving the purchaser freight and loss of time. Wholesale merchants are invited to call at our office on the premises.

SCHAFFNER & FISCHER
Cor. Auction street and Randolph Road.
mar29-1m

CHICKASAW FOUNDRY

—AND—

MACHINE SHOP.

J. E. RANDLE & J. WILSON HEATH,

PROPRIETORS,

Southeast cor. Winchester & Second Sts.,

(Opposite Market Square,)

Are prepared to do all kinds of Casting and Machine work.

Special attention paid to Railroad, Steamboat and Horsework.

Orders solicited. Look for 559 P. O.

apl 1m

Texas Land and Collecting Agency.

C. R. JOHNS & CO., Austin, Texas.

FOR purchase and sale of REAL ESTATE, payment of taxes, adjustment of claims to land and other property, claims against the State or Federal Government, collection of debts, and furnishing such information as may be obtained from Public Records or personal examination of subjects of inquiry.

References.—W. R. Mitchell; Robeson, Mitchell & Co.; Williamson, Hill & Co.; Newton Ford & Co., Memphis. apl5-1m eow