DAILY ARKANSAS GAZETTE.

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BUSINESS DIRECTORY.

ADAMS, JNO. D., SUPERINTENDENT Memphis and Arkansas river Packet Co., Kramer & Miller block, Markham street.

ARKANSAS FIRE, MARINE & UNIN. Ins. Co., Hot. Spring, Ark. President, W. F. Fishback; Secretary, Basil Dillard. Office in Anthony House.

ARKANSAS GAZETTE, DAILY AND Weekly, Gazette Book and Job Office, Gazette block, corner Main and Markham streets.

BAILEY, HOOPER & CO., MARKHAM st. cor. Main, Agents A. C. Ins. Co.

BAILEY, J. M., INSURANCE AGENT Kramer & Miller block, Markham st.

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BOND, DR. JOHN B., PHYSICIAN, SURgeon and Accoucher, Corner Main and Cherry streets.

BRADY, M., CITY SEXTON, OFFICE AT Cemetery.

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DUNN, J. R., ATTORNEY AT LAW, Kramer & Miller building, Markham street.

DEVANEY, GEORGE, PRINCIPAL FIRE Department, Office Corner Main and Markham streets.

DEVANEY, GEORGE, UNDERTAKER AND Cabinet Maker, Corner Main and Markham streets.

ENGLISH, DAVID, ASSESSOR INTERNAL Revenue, Kramer & Miller building, Markham street.

FISHER, J. D., UNITED STATES COMMissioner, Kramer & Miller building.

FOTTLE, W. H. H. CO., DEALERS IN GENeral merchandise, Tassafe building, Main street.

FLETCHER & HUTZE, GROCERIES AND General merchandise, Main street.

FONES & REC., TIN, SHEET IRON AND Copper ware, hardware, etc., Main street.

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GRIFFITH, T. J., VIOLINES AND Guitars, Gazette block, Gazette and Main and Markham streets.

GIBBS, GEO. A., ATTORNEY AT LAW, Office Corner Main and Markham streets.

HUDDE, GEO. A., DRUGGIST, EAST Main street.

HAYES, A. & CO., SASH, DOOR AND Blind factory, Elizabeth street, between Center and Spring.

HENNIAN & BRODIE, TIN AND SHEET Iron workers, hardware, cutlery, stoves, etc., 300 Markham street.

HEMPSTEAD, FAY, ATTORNEY AT Law, one door east of Washington House, Markham street.

HARRIS, E. R., REAL ESTATE AGENT, Gazette block, Markham street.

JOHNSON, JOHN, DEALER IN FURNITURE and Undertaker's goods, Main street, near Markham street.

JOHNSON, BEN. T., ATTORNEY AT Law, Office Main st. near Markham st.

KEATS, WM. & CO., GROCERIES and commission merchants, Markham street, near Landing.

KANTROWICH, CHAS., DRY GOODS, etc., Main street.

KIRKWOOD BROTHERS, FAMILY Groceries, corner east Main street and New Market.

LAFFERTY & MACHEON, WHOLESALE and Retail jobbers, dry goods and groceries, Markham street.

LEWIS, DR. PHIMUS, PHYSICIAN and Surgeon, Lambert's building.

LIFE ASSOCIATION OF AMERICA, U. S. Depot, Kramer & Miller's building, Markham street.

MORRISON, GEORGE, WHOLESALE AND Retail grocer, commission merchant, east Main street.

MCALMONT & STILLWELL, DRUGgists and Chemists, paints, oils, perfumery, etc., S. E. corner east Main and Markham streets.

MCGOWAN, O., WHOLESALE AND RETail tailor in Dry Goods, etc., Main street.

MARSHALL, S. N., DEALER IN DRY Goods, boots, shoes, etc., Theatre block, Main street.

MCJANN & BRO., CLOTHING, HATS, Caps, etc., Markham street.

MARTIN, J. W., ATTORNEY AT LAW, Office Kramer & Miller's building, Markham street.

MCCRARY, H. H., PRESIDENT AND GEN. Manager, Memphis and Arkansas River Packet Co., Office Kramer & Miller's building, Markham street.

NORTON, J. T., DEALER IN DRY GOODS and Groceries, Gazette block, Markham street.

POLLOCK, LEO., STAPLE AND FANCY Dry Goods, 32 Main street.

PROUST & HILL, DEALERS IN LIQUORS and wines, Markham street.

PARISH & BRYANT, DEALERS IN GENeral merchandise, Main street.

RYAN, J. & CO., STEAM SAW MILL, Timber, lathe, etc., old Arkansas mill.

RAILROAD, M. L. R. & T. R., BEAUmont, Superintendent, H. D. Parker, freight agent, Kramer & Miller block.

REARDON, JNO. R., BOOKSELLER AND Stationer, Gazette block, Markham street.

RICHARD, CHAS., BOOT AND SHOE Maker, Main street.

ROGERS & CO., GROCERS, WHOLESALE Dealers, Commercial Row, Markham street.

SOTT, LAWRY & CO., FORWARDING and Commission Merchants, Steamboat wharf, Steamboat Landing.

SLACK, W. F., LAND AND CLAIM Agent, Ashley office, Markham street.

SIMMONS & CO., WHOLESALE AND RETail furniture dealers, Main street.

SLACK & KIRK, CIGAR AND TOBACCO Emporium, S. E. corner east Main and Markham streets.

SAWARD, E. S., DEALER IN GROCERIES, dry goods, etc., Markham street.

STEINER, BERNARD, AGENT MORRIS Steamship Line, Insurance Co., Bitter block, Markham street.

THALMER, SR., C. R., PHYSICIAN AND Surgeon, Main street.

TRUEHART, J. T., ATTORNEY AT Law, Kramer & Miller's building, Markham street.

WEAVER, W., GARNISHEE, BILL DISCOUNTER and speculator, Gazette block, Main street.

WILSON & RYCE, FAMILY SUPPLY Store, Exchange block, Markham street.

WOODRUFF & BLOCHER, DEALERS IN Boots, shoes, hats, caps, leather, etc., Gazette block.

ZIMMERMAN, J. J., WATCHES, Clocks, jewelry, plated ware, etc., Kramer & Miller's, 37 W. Markham street.

ZEIBERMAN & CATES, AGENTS FOR the celebrated Charter Oak cooking stoves, Remington's hardware, Markham street.

LUMBER.—DRESSED WEATHERboard at $18.00 per thousand, and all other lumber in proportion, at the Little Rock Manufacturing Company.

PLASTER PARIS, CEMENT AND PLAster Hair, Salt, Kettles of each, Sieves and Riddles of all sizes, Cedar Buckets, Willow Baskets, A. Hughes, Main street.

WINDOW GLASS, PICTURE GLASS, Porcelain Bottles and Glass generally. DUNN & CO., Druggists.

IMPORTED WINES, BRANDIES, COR. dials, Malts, Ales and Porters for medicinal purposes, at Hughes' drug store, Main street.

NEW WAGON AND BUGGY WAREROOMS Opened by W. P. LAWSON & CO., Main street.

DRUGS, A. CO., HAVE A COMPLETE Stock of Medicines, Chemicals, Medicinal Wines, Oils, Varnishes, Brushes, Perfumery, Soaps, Toilet Articles, Patent Medicines, Dye Stuffs, Glass, Putty, Paints, Cigars, Snuff, Tobacco, etc., etc., and will sell at low prices.

NEW BOOKS.—THE LAST DAYS OF Pompeii, Lady Audley's Secret, Ivanhoe, Lady Audley's Secret, Ivanhoe, Lady Audley's Secret, Ivanhoe

FOR SALE—RENT—WANTED.

LITTLE ROCK, ARK., OCTOBER 31, 1869.

On Saturday sold and transferred to J. G. MARNY our entire Land Agency business, established in this city in 1866. Business, etc., and we take pleasure in recommending to our clients as a correct, reliable and competent gentleman.

Yours, etc., W. KIZER & BLOOHER.

I cordially endorse the above.

JAS. K. WOOLDRUFF.

WOODRUFF GENERAL LAND AGENCY,

Established 1861.

Gazette Block, - - Little Rock, Ark.

Will purchase and sell real estate, pay taxes, redeem forfeited lands, investigate titles, procure patents and issue Scrip, locate and sell property, prepare maps, and do a General Land Agency business in any part of the state. Refer to any business man in this city.

J. G. MARNY, Proprietor.

I will take, at the highest price, state scrip only and scrip for public lands, the entire amount of scrip in the state or any part thereof.

J. G. MARNY.

FOR SALE.

Block 76, Rectangular, one of the most desirable building blocks in the city, and now replaced to business. Block 77, Russell's addition, has two assessment valuations, and is half price of other lots in the same addition. Block 77 is a beautiful location, near Fort Steele. Will sell one lot to suit purchaser, half cash and half in twelve months.

Inquire of the proprietor, Richmond street, in the rear of Mr. Hinton's.

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Inquire of the proprietor, Richmond street, in the rear of Mr. Hinton's.

J. G. MARNY.

FOR RENT OR SALE.—Lots 10, 11 and 12, in block 10, Rectangular, fronting on Scott street, and 3 lots in Rector's Ladies' Addition, in the outside part of Pulaski county.

J. G. MARNY.

THE DAILY GAZETTE:

LITTLE ROCK:

FRIDAY,.....MAY 28, 1869.

OFFICIAL JOURNAL OF THE CITY.

Origin of the Pacific Railroad—The Gazette's Claim.

We remark with pleasure that the Gazette is beginning to claim for itself the honor of being the originator of the idea of a railroad to the Pacific ocean. Without a project was to connect by rail Lake Michigan, or the head navigable waters of the Mississippi or Missouri river, or the navigable waters of the Columbia, in Oregon. Mr. Whitney, travelled through the country as early as 1845, making known his plan in speeches in the principal cities of the country, and meetings were held and resolutions passed giving the project various degrees of enforcement, though many persons considered him a madman.

The late Thomas H. Benton, U. S. senator from Missouri, as early as 1849, advocated the improvement of a wagon road from the Mississippi river to the Pacific, and throughout his one of the warmest supporters of the Pacific railroad project when it had become nurtured into popular favor; but as late as the congress of 1848-9 he declared upon the floor of congress that the project of Whitney's Pacific Railroad was "utterly impracticable." Mr. Benton did not deny that the road could be constructed, or its benefits when completed, but he argued that the severity of the climate in a high northern latitude, with its drifting snows, would sometimes obstruct forever passing the possibility of keeping the track open. The idea of the distinguished Senator, of Illinois, then chairman of the committee on public lands, then chairman of the committee to which was referred the petition of Whitney and others praying a grant of lands had been referred, in 1848, made a report against giving the Whitney northern project upon the favorable consideration of congress, as a measure fraught with the greatest consequence to the entire union.

It must be remembered that at this time the Mexican war had not been fought, nor California ceded, and the Mexican boundary was then as far north as about the 42d parallel of latitude, and the United States had no eligible site for a railroad terminus further south than the mouth of the Columbia. The Mexican war came on in 1846, and in December, of that year, Mr. JOHN E. KNOTT, of this city, then editor of the DEMOCRAT (afterwards merged in the GAZETTE,) published the first of many articles on the subject of opening overland communication with the Pacific; and on the 16th day of July, 1847, before the close of the Mexican war, the treaty of peace was not signed until March 10, 1848,) and before the idea of territorial indemnity had been mooted, published an editorial article in this paper under the heading "The railroad to the Pacific—The route through our state," from which we make a few extracts below. We have the files of the paper in our office. If any one can show an earlier claim for the origination of the project for a railroad from the Mississippi to a point on the Pacific, in California, the GAZETTE will abandon its claims. Here are the extracts:

"THE RAILROAD TO THE PACIFIC—THE ROUTE THROUGH OUR STATE.—The necessity of establishing some more easy and direct means of communicating with the Pacific coast, then at present exists, has of late attracted much attention; and public opinion after oscillating for some time between the two extremes of North Branch and Panama, is now so nearly unanimous in favor of the latter route, that it is certainly the best and most feasible route to the shores of the western ocean.

"Many routes have been suggested, but only three have claimed much notice. The first was Mr. Whitney's, from Lake Michigan with Astoria, on the Columbia river by means of a railroad about 2000 miles in length. The next was a project to establish a commercial road from the Valleys of Tehuantepec and the other and most feasible of all, is to establish a communication from Fort Smith, by way of the Arkansas river from Fort Smith, by way of the Red River of Texas, to the Rio Grande, thence up the Rio Grande to the Gila, down the Gila to the Mexican river, thence by the Lake Port, to San Diego, the Mission of the Pacific, and thence by sea to San Francisco. Without entering into a comparison of the merits of the different routes, it is enough to say that the route through our state is the shortest, the most practicable, and it is believed, will be found to be the cheapest, and the most easy for travel, and transportation of any route that can be established. The Gulf of Mexico is the nearest point of access to the Pacific, and the Rio Grande, the nearest point of access to the Gulf of Mexico, from the Mississippi valley, and the Arkansas river is the nearest point of access to the Rio Grande, from the Mississippi valley, and Fort Smith is the nearest point of access to the Arkansas river, from the Mississippi valley, and Fort Smith is the nearest point of access to the Pacific