

VICKSBURG WEEKLY HERALD.

VOL. V.

VICKSBURG, MISSISSIPPI, SATURDAY MORNING APRIL 16, 1870.

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THE WEEKLY HERALD

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SATURDAY, APRIL 9, 1870.

An Official Biographical Sketch of a few City Officials.

General J. C. Webber sits as Mayor by virtue of an appointment from Governor Alcorn, made in violation of the Constitution, and in total disregard of the City Charter, which requires that he shall have been a resident of the city twelve months before his election or appointment, and have been a registered voter of the city. He came into the State last November, scarcely five months since, is neither a registered State or city voter.

Mr. C. D. Landon is City Marshal and Representative of the city in the Legislature. These two offices are incompatible, since he must necessarily neglect the duties of the one or the other.

Mr. J. P. Harper is Deputy Assessor and Collector of Internal Revenue and Acting City Marshal.

Mr. John B. Raymond is Justice of the Peace, Assessor and Collector of city taxes, and we understand has been an applicant for appointment as Circuit Court Clerk.

Mr. J. S. Morris is Attorney General for the State and Attorney for the city.

Mr. L. M. Hall is a member of the City Council, Justice of the Peace and Chief of the Fire Department.

Dr. M. Gilman is a member of the City Council, Workhouse Physician, Mayor pro-tem and County Treasurer.

Mr. J. W. Short is Deputy Assessor and Collector of Internal Revenue, and as we are informed now acting City Clerk, by appointment from the Mayor, so-called.

Dr. C. A. Foster is a member of the City Council and member of the State Legislature.

CITY TROUBLES.—There appears to be quite a stir in the camp of the city officials. The Mayor, so-called, among his first acts, removed Mr. Frank Packard, City Clerk, and appointed in his stead Mr. J. W. Short. Immediately upon being informed of his removal, Mr. Packard, as we learn, locked the dockets and other important papers in the safe of his office, locked his office door, and went to Jackson to see Governor Alcorn. During his absence, as it is stated to us, his office was forcibly entered, the old lock removed from the door, and a new one placed thereon. This effectually shuts out Mr. Packard from his office. The question now arises, has Mr. Packard been legally removed or not.

This fight is one in which we, of course, can have no interest and no voice, since it is one in the Radical party and a very natural one too, being about the division of spoils. We have in many articles shown that General Webber is not the Mayor of the city, and that he cannot be until he has become a registered voter in compliance with the provisions of the City Charter. Consequently he has no authority whatever for the removal of Mr. Packard. Upon the score of residence Mr. Packard has decidedly the advantage, having been a resident of the city about four years and of the State nearly six years, whereas General Webber has only been a resident of the State about five months.

If Governor Alcorn, in the appointment of General Webber, imagines that he is rewarding one of his supporters he is sadly mistaken since General Webber was not a voter during the recent election. The Governor has therefore ignored the claims of those who did support him, and is giving aid to one who could not have voted for him had he desired it.

We are informed that during the night of Thursday last the house of Mr. Elias Kierky was struck by lightning, and by which a large aperture was made in the roof. One of the children, in the room immediately beneath the point struck, was, from some peculiar cause in connection with the accident, seriously affected with a sensation like suffocation.

ANOTHER CHANCE FOR THE NEGRO.

We are glad to know that a member of Congress from Tennessee has nominated a negro boy from his district as a Cadet to West Point. It is true he has dodged the question somewhat by selecting a mulatto. Why can not some Radical be found of sufficient nerve to make the issue direct? If the negro has the right of appointment to this institution, then let the negro have it. Why dodge the question by the selection of a mulatto? or as Butler did recommend a mulatto whom he knew to be ineligible on account of his age. Butler is shrewd. He knows that his constituency does not consist solely of blind negro-worshippers, yet he had to make a show of consistency, and hence he nominated a negro, but one whom he knew could not be admitted. Mr. Prosser, from Tennessee, is attempting very nearly the same thing. That is, he has nominated a bright mulatto whom, he hopes, if admitted, will be tolerated on account of his near approach in color to white. The New York Herald says that the admission of negroes to West Point will backe it up. What? will a loyal Radical Congress destroy an institution because its doors have been thrown open to the sons of the pet of the nation? Would the "son of John Brown" ever cease mauling if such an idea should occur to it? The loyal Congress not desiring to continue in existence an institution of this character simply because the son of the Man and Brother has been admitted to it. This is sufficient of itself to make Thad. Stephens haunt every spiritual assemblage in the land until he has succeeded in placing upon it his severest condemnation.

The Herald says, moreover, that the white cadets would make the place too hot to hold the negro. What a stigma upon the character of the sons of loyalty! Eie upon this naughty, naughty Herald, to intimate such a thing. Do not these fathers sit manfully and agreeably in the United States Senate with a negro? Is not the negro Senator the lion of Washington city polite society? And if so, why should not the negro cadet be the lion of West Point? But with all due deference and respect to the gentlemen who have made these nominations, we respectfully suggest that the appointment of bright mulattoes is not exactly meeting the emergency. Let genuine negroes, the sons "coal-black Rose" be appointed. The rights of citizenship were not conferred alone upon the mulatto. To set an example for his colorbreeds, we suggest that Gen. McKee, member of Congress from this district, nominate a son of the Honorable Albert Johnson for appointment to West Point; and if he has two sons of suitable age, then nominate another for a cadetship to the naval academy at Annapolis. We shall anxiously observe his course, to see if he will act upon our suggestion.

The velocipede is no longer an American institution. All the fine, large halls that a year ago were devoted to it in New York city have been sold out and closed for want of business. A first-rate bicycle, new or nearly so, which cost a hundred or a hundred and fifty dollars, can now be bought for from ten to twenty-five dollars. The passion which rose so suddenly fell all at once, and now has scarcely a votary in all the land. The reason seems to be that after the art of the velocipede is learned, it sinks to the level of mere work, and ceases to be interesting. For country roads the machine proved to be unavailable from the enormous effort required to move it over loose earth or sand, or up hill. The exercise was too severe, except on a smooth and level floor. With its abandonment in this country, it seems to have gone out of use in Europe also. From France we hear no more of velocipede journeys and races. In England nothing is now said on the subject, except a wandering report in some of the newspapers that Mr. Lowe, the Chancellor of the Exchequer, practices on a velocipede every morning.

STATE WARRANTS.

Many persons have purchased State warrants intending to use them in the payment of taxes. To all such we suggest the propriety of going at once and paying them in to the tax collector. A bill will soon be presented, providing for the compulsory funding of all these warrants. The State owes something near \$400,000 and our Radical rulers desire to dispose of that amount in such manner that they will not be compelled to report it from time to time. Because if they do with the immense sums which they intend to dispose of, it will look too stupendous, and besides, they desire to clean up the decks smooth and neat and have a clean sweep of their own. Therefore, it will be sound policy for the holders of State warrants to use them at once in the payment of taxes as it will not be a great while before they can not use them in that manner.

Letter from a Mississippi Legislator.

The following letter from a wise and profound member of our State Legislature fell into our hands yesterday. For apparent reasons we suppress names. We will do the writer of the letter in question the justice to say that while his letter is a wretched affair, we are convinced that it is a much finer piece of composition in every respect than can be prepared by nineteenth of his brother legislators of the same politics with himself.

LEGISLATIVE DEPARTMENT OF MISS., House of Representatives, Jackson, March 23, 1870.)

Dear Sir: I am glad to have the opportunity of written you a few lines inform you my health I am not very well at present I hope that these few lines find you well & enjoying good health. I wish you would get my funiture and keep it in your possession and send it out by the Express train you pay the Express Company and I will pay you when I see you Dear Sir I hope you will write to me I shall send you some new papers.

Very Respt. obd. ser.

CUBA.

The latest dispatches from Cuba indicate that the insurrection there is upon its last legs. It is again announced that General Jordan has left the island; that the Cuban Congress has been dissolved; that in the insurrectionary districts a strong feeling in favor of the Spaniards is being revived. Had the administration of the United States foregone a foolish principle involved in the Alabama claim with Great Britain, Cuba to day would have been annexed to this country. How much more would it not have been worth than the miserable paltry sum which is involved in the Alabama claim. But then there was no room for corruption and bribery in the Cuban transaction, whereas, in the other, since the claim is in behalf of private individuals who are willing to pay liberally to receive the money lost by them, there is room for profit. However, so far as we of the South are concerned, it is a very fortunate occurrence, as it would have added just one other negro province.

WHEATMORE of South Carolina, the cadetship peddler, has a romantic history. He is a New Englander by birth; inherited a small fortune; traveled in Europe and ran through the money; became a clerk in Boston; was converted in a camp meeting; preached; joined Ben. Butler's New England Brigade as a chaplain; got funds and other property from the American Missionary Association; was charged with misapplying the funds; exhorted and lectured the negroes; successfully led in a street fight between negroes and soldiers in Darlington, S. C.; received about \$2,500 from the National Republican Executive committee, to be distributed for electing purposes in South Carolina; admitted that he appropriated a greater part of the money for his own use to compensate himself for his services while on the stump; charged the negroes who voted for him ten cents each for the ballots received; got to Congress and fled the cadetship, and is now up for another trip to the national capital.

CHIPS FROM THE WOODS OF SCOOBA.

We clip the following paragraphs from the Scooba Spectator, edited by Dr. J. D. Woods:

A staple diet—Cotton fritters. Brittle fastening—bolted meal. Unnecessary ingredient—A woman in a stew.

A Church Organ—A woman's eye.

The trees now propose to put out, if winter will.

Missing the connexion—being from home when your kin come in.

The barks of some kinds of dogs are good tonics—dogwood bark for instance.

No wonder Editors are so often at sea, they are so frequently overboard.

Because a man uses trussed fowls, that's no reason why he has a foul rupture.

The people in Tennessee are trying to say of Radicalism, that they have Sent-er a drift.

The Radicals seem to go quicker at Butler's call, than they do at Kentucky's Beck.

Another accident occurred on the Mississippi Central the other day, but being somewhat bunglingly managed, only five were bagged.

If any of our readers don't know what a pneumatic railway is, all they have to do is to imagine themselves an arrow in a blow gun and he shot through. That's the way the thing is done.

Suckers are abundant—[Home Journal.

That's what the woman over at Summit thinks, that had that litter of six.

In Brooklyn they have been throwing bars of soap instead of loquats at a dunsense. Register. In consequence, probably of the exhibition of some dirty feet.

And now a woman in South Carolina, registers three claps at a birth.

Some folks think such things awful, but we are compelled to regard it as a sign of good breeding.

A DENTURES CASE.—Gallego tells this story: "At the Cafe du Commerce, Rue de Vienne, near the Halle au Ble, several corn dealers were assembled about five o'clock the evening before last, when a well-dressed individual entered and seated himself beside one of them. After a time the stranger made a sudden movement, by which he raised his neighbor's arm. He instantly apologized, but the other suspected something wrong, and upon examination missing a pocket-book, accused the other of having taking it. The stranger indignantly denied the fact, but was, however, taken to the station, where nothing was found on him. He at first gave the name of Vasseur, but at length, perceiving that he was recognized, he admitted that he was really Polack, a well-known thief. Shortly after the missing article was discovered—but without two hundred francs which it contained—under the seat he had occupied at the Cafe. The prisoner's career had been a most eventful one. He is a desperate gambler, and visits the watering places during the summer. In 1866, he won 250,000 francs at Baden. To the resources furnished by play, he adds those arising from a marvelous dexterity in picking pockets. He frequently exercised his industry in railway carriages, and often, when he had once obtained possession of his booty, he opened the door and sprang out on the line while the train was in full motion. However, on one occasion, in doing so in America, he broke his leg, which was amputated. He had the lost member replaced by a cork one, so admirably constructed that few could perceive the difference. In the early part of this year he was arrested, and as he was wounded, he was sent to the hospital; whence, notwithstanding his artificial limb, he managed to make his escape. He has lately been occupying a handsome apartment in the Rue Castiglione."

A GOOD WIFE.—All who have experienced the happiness of married life will acknowledge the benediction of the following sentiment of Daniel Webster—of course confirmed bachelors have no more conception of appreciation of it than the blind have of the beauties of nature: "There is nothing upon this earth can compare with the faithful attachment of a wife; no creature, who for the object of her love, is so indomitable persevering, so ready to suffer and die. Under the most depressing circumstances, woman's weakness becomes a mighty power, her timidity becomes fearless courage, all her sinking and sinking passes away, and her spirit acquires the firmness of marble—adamantine firmness—when circumstances drive her to put forth her energies under the inspiration of her affection."

An Ohio girl of 15 has experienced matrimony, desertion, and divorce in Indiana—all in three months.

VICKSBURG, Miss., March 10, 70. To Major A. M. Paxton, Chairman of Committee in charge of the Vicksburg and Canton Railroad route:

The preliminary survey of a railroad route from this city to Canton was begun on the 23d of November last; the initial point of the field work having been established near the intersection of the western line of Farmer street with the bayou, which bounds the northern limit of Vicksburg.

The line of outlet from immediate suburbs of the city passes up the valley of Glass' bayou; the plan of which was deemed the most favorable for an ultimate connection with the Mississippi river. This being, evidently, a desideratum of any railroad which may have its terminus at Vicksburg. The original line was continued in a direct course, crossing the projection of a spur ridge which points near to the condensation of the easterly head forks of the bayou. The summit of this ridge was attained in the distance of 1.09 miles, and was found to be one hundred and ninety-two feet above the assumed datum plane of levels. The valley at this point is of very moderate width, sinuous in course, and confined by precipitous hills. This necessitates, in the avoidance of the ridge, a series of reverse curves. This obstacle being turned, the line continues by the aid of hill-side supports up to the head of the valley, where we encountered a narrow ridge dividing the headwaters of the above mentioned bayou from those of the Chickasaw. Crossing this we descended into the valley of the Chickasaw bayou and attain the ridge at Samuel Harris' by the use of a fifty-three feet gradient.—Thence to an intersection with the main Benton road, distant 4.65 miles from Vicksburg, where we obtain a more moderate grade.

Passing through the southern portion of the plantation of T. A. Marshall, and about one thousand feet north of the residence of S. W. Cowan, maintaining a comparative easy grade, we cross to the ridge immediately east of Cowan's, and follow it in a direct line to its termination near Clear creek. From this point the preliminary traverse was continued up the valley of the main stream to its middle northeasterly fork, which was followed up to its heading at a narrow ridge which divides the headwaters of this creek from those of Little Bear creek. A careful examination of the ridge which separates the sources of these two streams, indicates the fact that it is more depressed in elevation and less in transverse section at the point of line crossing, than at any other within the distance of five miles northward or southward. This point of location is at McCall's, the junction of the two main highways of travel in that immediate section of country. Subsequent examination of the ridge route to this point has indicated the location upon it, as being shorter, having less curvature, and requiring but little additional expense.

The ridge crossed, we pass along the valley of Little Bear Creek, a tributary of the Big Bear; which latter empties into the Big Black river. The bottom lands of this stream vary from one quarter to one half mile in width. They presented evidences of good culture and productivity. The bluff hills which bound the southern line, show, in their denuded state an abundance of argillaceous sandstone and traces of ferruginous formation.

Reaching the Big Bear Creek and crossing the valley beyond, we ascended the dividing ridge between this stream and Big Black river. Had we continued down the valley, with the view of reaching the river by an easy and inexpensive grade, regardless of locality or latitude, we should have accomplished this immediate purpose; but it must be observed that this location would have approached within six miles of the line of the Vicksburg and Meridian railroad, and in order to a crossing of the river at a point involving short trestle bridging, the line would have been thrown to the northward, following up the valley to Birdsong's ferry—three miles.

This point is evidently more eligible for a railroad crossing, excepting Bridgeport, than any to be found for thirty miles above the bridge of the Vicksburg and Meridian road. Considerations to be hereinafter noticed, determined the location of the route up the western bottom of Big Black near to the south western corner of Madison county.

The line was therefore continued from the foot of the valley of Little Bear Creek to the dividing ridge near the river with the view of discovering a favorable descent into the river bottom. The first preliminary line showed the true cross section of the ridge, as at a right angle to its longitudinal course, formerly very productive, have suffered from an exhaustive cultivation. They have a gently undulating feature and admirable drainage.

The proprietors of lands along the line of survey expressed a decided interest in the building of a road, and when the matter is properly presented to them, there can be no doubt of their promptness and liberality in a subscription to stock both in lands and money.

The people living East of the Big Black can readily avail themselves of the line as located by the use of ferries, or two light trestle bridges that may be built at such points on the river as will be at convenient distances from stations. These bridges might be built, through the combined efforts of the planters, at but

little cost, and certainly a decided regard to economy of transportation would induce them to resort to such facility of this character.

The total length of located line is 56.22 miles. Tangents and curvature in the respective portions of one and five. Curves of 200, as a general thing, conveniently utilized the tangent deflections. The entire route will admit of a good roadbed. The first mile of the line, though located on the slope of the hill South of the Glass bayou, can be made safe and secure by proper side hill ditching.

ESTIMATED COST.
Graduation, masonry and bridge, iron rails, chains, spikes and turn-out iron, 1,200,000
Cutting through 100,000
Laying track, including crossing, 1,200,000
Ditching on side hill sections, 100,000
Total, 2,700,000
Average cost per mile (55 miles, including two miles sidings), \$24,420 78.

In concluding this report, it will not be irrelevant to notice the cost of a more direct, or oblique, between Vicksburg and Canton. Theoretically, the distance would be 52.50 miles, and the line would cross the Big Black river, at or near Birdsong's ferry. This point of crossing, as has already been observed, is eminently favorable, and distant, by an air-line, 17.50 miles from Vicksburg, a though only to be reached, at the least expenditure by following the line as located by this survey—a distance of 19.03 miles. That portion of the line which would pass through the county of Hinds, would measure 9 miles in length. The topography of that section of the county through which an *air-line* would pass is as unfavorable for railroad purposes as that developed by the Warren hills. The water courses have, generally, a north westerly tendency; and as these are unimpaired indexes of the topography of a country, it must be evident that the line upon this route would be forced to elevated crossings, or the equally unfavorable alternative of heavy excavations in the hills that skirt them, would have to be adopted.

Assuming that the natural obstacles which would be encountered in the running of a more direct line, would compel a divergence from a strictly *air-line*, to the amount of two miles, we should have the advantage of shortness on the direct route over that as located up the valley, by 1.70 miles. This advantage, however, is gained at the expense of steep grades and sharp curvature. It is certainly evident that in choosing the best direction for a line, the rate of inclination which can be obtained, with a moderate outlay in cuttings and embankments, is a consideration of greater importance than the mere maintaining of a direct line. For though the measured length of a circuitous route may be considerably greater than the length of a direct line, yet if the inclinations in the former case are much more favorable than those in the latter, it is evident that more may be gained in speed, with the same expenditure of power, than is lost by the increase of distance. A careful calculation of the comparative cost of the two routes shows a considerable excess of expenditure in the construction of the *air-line*. It is then simply a question of permanent maintenance of the extra length of the longer line.

It cannot be regarded as an unimportant consideration that the valley line will develop a very lucrative trade, which would continue inaccessible by the *air-line*. The abundant products of the valley, as a general thing, now find a market in the towns along the Yazoo river. The latter line, after crossing the Big Black river, and traversing Hinds county for nine miles, would be within nine miles of the Vicksburg and Meridian railroad.

As the line from Vicksburg to Canton has a necessary connection with that from Canton via Aberdeen to Decatur, Alabama, I have subjoined to this the estimated cost of the latter line, as obtained from the report of Maj. B. H. Green, Chief Engineer:

Length of line from Canton to Aberdeen, 122 3/4 miles.
Graduation, Masonry, Bridges, 1,400,000
Iron rails, Chains, spikes and turn-out iron, 1,200,000
Laying track, including crossing, 1,200,000
Total, 3,800,000
Average cost per mile, 30,980 00

Length of line from Aberdeen to Decatur, about 120 miles—estimated cost, \$3,240,000.

Mr. F. Boylan, as surveyor, and Mr. McNutt Paxton, as leveler, conducted the instrumental operations in the field. To both these gentlemen my acknowledgments are due for faithful discharge of the duties assigned them.

Respectfully submitted,
JAMES M. BRADLEY,
Chief Engineer.

At the fashionable Hotel de Ville ball, in Paris, it is estimated that the ladies present wore 1,500 pounds of false hair.

When certain children in San Francisco amused themselves on their way to Sunday school by teasing Chinamen.

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