

Newspaper Materials
Relating to the
HISTORY OF JEFFERSON, TEXAS
1842-1875

Prepared for the
Historic Jefferson Foundation
by
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KEY

CG	<i>Caddo Gazette</i> (Shreveport)
CN	<i>Confederate News</i> (Jefferson)
DJ	<i>Daily Jimplecute</i> (Jefferson)
DST	<i>Daily Shreveport Times</i>
DSW	<i>Daily South-Western</i> (Shreveport)
ETG	<i>Eastern Texas Gazette</i> (Jefferson)
HA	<i>Home Advocate</i> (Jefferson)
HF	<i>Harrison Flag</i> (Marshall)
HG	<i>Herald & Gazette</i> (Jefferson)
JH	<i>Jefferson Herald</i>
JN	<i>Jefferson News</i>
JR	<i>Jefferson Radical</i>
NS	<i>Northern Standard</i> (Clarksville)
SWSN	<i>Semi-Weekly Shreveport News</i>
SDN	<i>Shreveport Daily News</i>
SN	<i>Shreveport News</i>
SOTA	<i>Spirit of the Age</i> (Jefferson)
SSP	<i>Star State Patriot</i> (Marshall)
SSWN	<i>Shreveport Semi-Weekly News</i>
SWJ	<i>Semi-Weekly Jimplecute</i> (Jefferson)
SWN	<i>Shreveport Weekly News</i>
SW	<i>South-Western</i> (Shreveport)
TJ	<i>The Jimplecute</i> (Jefferson)
TR	<i>Texas Republican</i> (Marshall)
TS	<i>The Standard</i> (Clarksville)
WJ	<i>Weekly Jimplecute</i> (Jefferson)
WT	<i>Washington Telegraph</i> (Washington, Arkansas)
WTR	<i>Weekly Times and Republican</i> (Jefferson)
WWT	<i>Weekly Washington Telegraph</i> (Washington, Arkansas)

All of the newspapers on microfilm or in hard copy were scanned for information on Jefferson, and the information was typed out on computer. The only limitations on what has been produced is that some of the originals were damaged (and therefore the information is permanently lost), and the quality of microfilm reproduction of some of the early issues of such things as the Clarksville *Northern Standard* is poor, which means that completeness can be achieved only by reference to the originals (which was not done). In some cases, information tangential to Jefferson's history is referenced parenthetically. Information on steamboats to Jefferson in the Shreveport navigation columns has not been included because it is covered exhaustively in my *A History of Navigation on Cypress Bayou and the Lakes*.

The only inclusions in this document that were not obtained from microfilm resources were: (1) a poor reproduction of the December 16, 1848, Jefferson *Spirit of the Age*, which was obtained from the *Jimplecute* office; a copy of an article on a proposed Jefferson hospital, which appeared in the March 22, 1870, *Jimplecute* and was included in the Surgeon General of the Army's 1870 report on the Medical History of the Post of Jefferson, which was obtained from the National Archives (Record Group 94); an original of the November 4, 1871, *Home Advocate*, which was obtained from the Texas History Museum; and (3) various copies of Jefferson newspapers in the collection of Catherine Wise (now in the Texas History Museum), including the May 14, 1853, *Jefferson Herald*; August 2, 1865, *Jimplecute*; April 19, 1867, *Semi-Weekly Jimplecute*; May 21, 1867, *Semi-Weekly Jimplecute*; September 24, 1867, *Semi-Weekly Jimplecute*; October 11, 1867, *Semi-Weekly Jimplecute*; April 4, 1870, *Daily Jimplecute*; October 2, 1874, *Weekly Jimplecute*; November 23, 1875, *Daily Jimplecute*; and December 18, 1875, *Daily Jimplecute*.

The only additional newspapers from this period that I am aware of are: (1) the November 4 and December 2, 16, and 23, 1864, Jefferson *Trans-Mississippi Bulletin*, hard copies of which are available at the University of Texas in Austin; an original of the May 6, 1864, *Trans-Mississippi Bulletin*, which is available at the Jefferson Historical Society & Museum; an original of the August 13, 1873, *Home Advocate*, which is available at the Texas History Museum; microfilm copies of the August 11 and 18 and September 18 *Jefferson Radical*, which are available at the North Texas State Library in Denton; 1875 issues of the Marshall *Tri-Weekly Herald*, which are available on microfilm from Southwest Micropublishing, Inc.; and various originals of Jefferson newspapers available in the collection of Linda Prouty in Stonewall, Louisiana, including the July 28 and September 27, 1869, *Daily Jimplecute*; November 24, 1870, *Weekly Times and Republican*; October 2, 1874, *Weekly Jimplecute*; and others.

The advertisements are (with the exception of some of the Jefferson newspapers) from the first appearance of the advertisement in the extant sources and include subsequent modifications. The date on which the advertisement first appeared in the newspaper is often indicated in the advertisement. No attempt has been made to indicate length of time of appearance.

71-1

[From the Jefferson Herald]

JEFFERSON AND ITS TRADE.

The city of Jefferson is at this time the natural commercial business point for thirteen counties, composing a territory of square miles half the size of Tennessee. As large as is this territory from which Jefferson derives its present support, it is but little more than half the number of counties that contributed ten years ago to its commercial support. We have lost in that short period of time, the entire trade of several of our wealthiest Northwestern counties, and one-half of the trade of others; the question then is: where has this trade gone? You have but to look at the map of Texas, and trace out the long line of the Texas Central Railroad, or visit the present terminus of that road, and ask the teamsters what county they are from, and you will at once learn they are from the very counties that once sent their produce to this market.

Now citizens of Jefferson, will you please refer to the map of Texas again and trace the projected line of the Central, and see the counties it is soon destined to pass through, terminating, within two and a half years more at Preston, in Grayson county, where it will meet the Missouri, Kansas & Texas Railroad coming into our State through the Indian Nation. Then I ask you again where are the counties you will have to support your "brick and mortar?" Even Bowie and Red River will go to the Texas Central; their hauling will be surer and cheaper; there will be no impassable Sulphur streams to cross; teamsters can buy their forage for one-half the price along the road to Central; there will be no uncertain navigation to rely on in getting their goods up at any and all seasons of the year by the interior merchants.

Again, freights and insurance are cheaper from New York to Galveston than from New York to New Orleans. It costs the merchant from the interior after reaching New Orleans but fifty-five dollars to go on to New York, where he finds a better market in every respect than in New Orleans; besides the time from latter place to New York is now reduced to seventy hours. But it is unnecessary for him to go by way of New Orleans; he has an outlet by the Missouri & Kansas Railroad direct to the North and East and can reach New York as soon and cheaper than he can reach New Orleans.

Now all these are facts that you will realize by waiting, as you have done heretofore.

Have you a remedy? I believe you have; but not in sleeping away your short, precious time; it takes energy, it takes work; you can't build railroads by holding occasional buncomb meetings at Murphy's Hall or anybody else's hall, unless you carry out by actual work your resolutions.

I will give you my plans and ideas--not that I expect any pay for them. The Legislature chartered at its last session a road from Sabine Pass direct to Jefferson; thence north, through Bowie county; but this same company, I believe, would much prefer the line that was vetoed--running from here to Grayson county--perhaps both lines. This company is one of the wealthiest railroad and steamboat corporations in the North. They have had Sabine Pass surveyed and find that it is the safest harbor on the Gulf of Mexico and with a comparative small outlay can be made the best west of Pensacola.

This company have a large number of steamships in the immigrant trade, supplying the northwestern States. Now with this line of road they will land their immigrants at Sabine Pass,

and from the shortness of land transportation throw them in the great northwest for one-half the present cost from New York and Boston. They will make Sabine Pass superior to Galveston harbor; this line of road will also give direct railroad connection to New Orleans by crossing the Texas and New Orleans road at or near Beaumont. With a line of road from Preston (where we will form a junction with the Central and Missouri and Kansas) to Jefferson, and thence to Sabine Pass, we are put on equal footing with the Central; then our next step must be to secure the main trunk of the International through our city, and have her begin work here, as well as on the Central. Lose no time in effecting such an arrangement. Buy the old Memphis and El Paso road and give it to the International if she will begin work here and work both north and west; it will be the best investment you ever made.

The Trans-Continental is worth nothing to Jefferson if she is confined to her present lines--she will do you more harm than good--if this branch of the Memphis and El Paso does not fall into and become a part of the main trunk of the International. My opinion is that this same International will pass north of us some twenty-five or thirty miles, or what is more reasonable, she will seek the nearest outlet too, and by far her quickest outlet to the Mississippi river, and the net work of railroads cast by that river, by purchasing the Southern Pacific Road; and by building a gap of some ninety or one hundred miles of road between Shreveport and Monroe, she will be in rail connection with the entire United States.

Citizens of Jefferson, if you let the Central road reach Grayson county, and the International pass sixteen miles south of you, and the Trans-Continental sweep along north of you into Arkansas, I ask what will your Brick and Mortar be worth?

Wait two years and you will see!

If you are too busy with your own individual time to devote to such work, pay men of energy that will devote their time and skill to accomplish this work for you.

I have heard some say, that it was the duty of the Representatives from this district to do these things for the people--it is not justice to them to expect that they can devote all the year to such work--and pay their own expenses, because they draw eight dollars per diem for sixty or ninety days in the year. They have labored faithfully for the interests of Jefferson, and I believe are still willing to do so, to procuring such charters may advance her interest while in session. Yes! we have gone further. Gov. Campbell and myself went North this summer at our own expense to secure Railroad rights for Jefferson at the organization of the International and Trans-Continental Railroads, and had we been backed by authority from the people here, we might have changed the result of affairs.

C. D. MORRIS. (SW 1/4/71)

71-2

THE GENIUS OF DR. JONES.--Our readers will remember that a man professing to be Dr. Jones, figured in this place last summer. A gentleman from the lower part of the State met him here and recognized him as an individual whom he had met in one of the lower parishes, under a different name. It is clearly evident that he was an impostor. No doubt, prompted by the success of Dr. J. A. Jones, who was then in Texas, he procured one of his circulars, printed at the Galveston News office, and had a large number struck off in New Orleans, with the addition of the words, "will practice in Shreveport," &c.

We make this statement simply as an act of justice to Dr. J. A. Jones, who is now here, having recently practiced in Jefferson, Texas. And, in this connection we would remark that a

very responsible citizen of that place informs us that he witnessed an operation the Doctor there performed--straightening cross-eyes in three minutes, and effecting a permanent removal of the defect.

The appearance of the "counterfeit presentment" here in the summer, left us in doubt as to who the genuine individual was. Whatever may be the Doctor's qualifications or merits, of which we do not profess to judge, he has diplomas from five medical colleges; namely: University of New York; Homeopathic College, Philadelphia; Eclectic Medical College, Philadelphia; Bellevue Hospital Medical College, New York; New York Ophthalmic Hospital (eye and ear) College.

The Doctor has been practicing in Galveston, Houston, Austin and Jefferson, and has a very large number of certificates of remarkable cures. His specialities are: the eye, ear, throat, lungs and capital surgery. He will remain at the Brooks House during this month, where he can be consulted by parties requiring his services. He will occupy, as his office, parlors 75 and 77, second story up the ladies' entrance. (SW 1/4/71)

71-3

The Jefferson Times and Republican announces the death, in that place, on the 4th instant, of Col. John E. Burke. (SW 1/11/71)

71-4

The Jefferson Times says there were between five and six hundred wagons in that place on the 10th. A lively and enterprising city is Jefferson, we cheerfully admit, but could'nt our contemporary be induced to fall a wagon or two? Five hundred wagons. Let us see. They must have averaged four bales of cotton, which would give two thousand bales as the receipts for one day. Don't you see this won't do, friend Loughery? (SW 1/18/71)

71-5

Mr. F. J. Patillo, editor and proprietor of the Jefferson Home Advocate, will revive the Jefferson Daily Democrat, having associated with him Mr. James R. Curl. We wish success to the Democrat under its new management. (SW 1/18/71)

71-6

A SIGHT FOR THE FOREIGN ELEMENT.--That portion of our foreign element that have joined or sympathise with the radicals, must have been delighted with the exhibition on the streets of Jefferson a few days ago, when three white men, of foreign birth, evidently Irish and Germans, were to be seen at work, with a negro policeman overseeing them. Their appearance indicated they were honest, hard working, industrious men. To any man having the pride of race, such a scene is revolting; it must appear an unworthy degradation of human nature, and particularly to a foreigner. The radical newspaper sometime ago boasted that nearly every German in the place was a radical, and censured them for not having the moral courage to stand up for their principles. To those that have joined the party in power--the party that originated know-nothingism--we would ask, how do they relish to see their race lorded over by a lazy, trifling negro. [Jefferson Times.] (SW 1/18/71)

71-7

A national bank, called "The National Bank of Jefferson," was organized yesterday in this city. The capital stock is one hundred thousand dollars, which may be increased to five hundred thousand. The whole capital stock was paid up, and the officers elected. The Board of Directors consists of the following gentlemen: Wm. Harrison, President; Wm. B. Ward, Vice President; J. W. Russell, Cashier; Amos Morrill, Attorney; and B. H. Epperson. Judge Morrill leaves in a few days for New York to purchase and deposit the United States bonds, required by the last act of Congress. As soon as this can be done the bank will commence operations. [Jefferson Times.] (SW 1/18/71)

71-8

THE WEATHER.

The snow and ice that has abounded so plentifully everywhere for the last several days, has almost entirely disappeared, and has left the city of Jefferson in quite a muddy plight.

With the disappearance of the ice, however, the waters of the bayou have risen rapidly, and our generally unassuming bayou now presents the appearance of a mighty river.

The waters have, within the last week, risen about ten feet, and in many places where a week ago there was dry land, is now seen the rushing of the muddy waters, gathered in from the upper country during the recent thaw.

The waters are now receding, however, and our streets will soon assume their usual attractive appearance. (HA 1/21/71)

71-9

JEFFERSON DIRECTORY AND TRADE GUIDE.--This work is progressing rapidly, and will be put to press as soon as possible. Our canvassing agents, Mr. Shedden and Mr. Duncan, have endeavored to see all our citizens with the view of procuring their patronage, between sixty and seventy advertisements of leading business men have been entered, and the names of all who were willing to pay the fee for the privilege. If any have been overlooked, it was not intentional, and they are respectfully informed that the opportunity will be extended up to the time of going to press, if they will call at our office. (HA 1/21/71)

71-10

THE DREDGE BOAT.--This splendid piece of workmanship is fast assuming huge proportions, and when completed will be as fine and staunch in every respect as was ever built. It is expected that this dredger is to do very difficult work, and from the timbers in it, it will most certainly prove a complete success. The machinery will, in a few days, be ready to set in position, and in a short time the work of dredging will be commenced. [Jefferson Herald.] (SW 1/25/71)

71-11

IMMIGRATION.--Col. Baker, of the firm of Baker & Son, at Robinsonville, in Red River county, on the road from Arkansas, crossing Red river at Mill Creek crossing, stated to our agent, Mr. W. G. Corley, just from that section, that he kept an accurate account of the number of immigrant wagons from the 19th of October to the 5th of December, when this conversation occurred, and that they amounted to 1,219. Estimating three democratic voters to each wagon,

we have, on one Texas road, 3,600 new voters. Mr. Corley says the road from Clarksville to Paris, is lined with immigrant wagons. [Jefferson Times.] (SW 1/25/71)

71-12

WESTWARD.--It is stated that since the 1st of September, sixteen hundred and sixty-four wagon loads of emigrants and their chattles have crossed the Mississippi river at Memphis, and that nine thousand people have passed through that city on their way to Texas, Upper Louisiana, and Arkansas. At Helena the crossing is reported to have been greater, while large numbers have crossed at Point Pleasant. These emigrants, as a class, are much better than those who have crossed in previous years, which remark is particularly applicable to those emigrants who have passed through Shreveport.

The Picayune warns the citizens of New Orleans that the cotton belt has been steadily moving westward, and will continue to do so, for the reason that people are becoming tired of cultivating the poor lands of the older Cotton States; and that these new settlers will cultivate a region of country, the trade of which is being sought by St. Louis. From present indications, it would seem that St. Louis will find what she seeks. At the present rate of immigration Texas will, before many years, be in point of population as of territorial extent, an empire of itself, and its trade will suffice to enrich St. Louis, New Orleans, and Galveston, Jefferson and Shreveport coming in for a fair share, we hope. (SW 1/25/71)

71-13

Loughery, of the Jefferson Times, has a very poor opinion of those men who do not take enough interest in the affairs of the country to vote. Hear him:

This "sublime indifference" continues. We hear but little talk of organization. If the people in consequence are beaten in the next race, and are heavily taxed, and groan under tyranny, they have no one to blame but themselves. We have no sympathy for the non-voters: no one ought to have. They don't deserve to be free; and if every one of them were in stockades, and the raising of an arm could turn them out, we wouldn't raise it. (SW 2/1/71)

71-14

COTTON AT JEFFERSON.--The Jefferson Times and Republican, of the 27th, reports the receipts of cotton at that port up to that date at 19,251 bales; shipments 17,329; stock on hand 1922 bales. (SW 2/1/71)

71-15

It would seem from a paragraph elsewhere republished from the Jefferson Herald, that business in that usually flourishing place is almost in a state of stagnation. (SW 2/1/71)

71-16

Business seems to have come to a complete halt in our city, and our merchants walk their deserted stores with hands in pocket, vainly trusting to another day or another week to better their condition. Cotton in plenty appears on our streets, but with evident distrust on the part of both buyers and sellers, no sales of any consequence are made. The steamers, from a lack of patronage, come and go with light freights, while our hotel keepers are sorrowful enough. Every one wears a gloomy depressed look. No bright visions of heavy trade appear, and well filled

houses of merchandise stand uncheered by the presence of purchasers. Cotton has a downward tendency still, and in conversation with a gentleman well posted for a long series of years in its purchase and manufacture, we learned he was under the impression that prices would go still lower. The crop has been considerably underrated, expressing as his belief that the crop now on the market would be the third if not the second largest ever raised in the United States. If this be the case, with a large part of our foreign demand cut off, and with no remunerative prices at home, our planters will be compelled to commence another year in a manner empty handed, and our merchants find few customers. But with all this depression in trade and traffic high rents and taxation prevail. Our landlords will be in justice to themselves and their tenants compelled to reduce rents, and cancel to a considerable extent the leases already entered into. But in spite of all this, more buildings are being erected, and most substantial ones too. This exhibits an energy and faith upon the part of our owners of real estate that is laudable. We truly trust that the present depression in trade and affairs generally of our people will ere long be dispelled, and everything wear a more cheerful expression. [Jefferson Herald.] (SW 2/1/71)

71-17

The Jefferson Democrat of the 28th notices the death, in that city, the night before, of Mr. Thomas P. Ross, lately from Palmyra, Missouri. (SW 2/1/71)

71-18

At Jefferson, on Saturday, the Bayou was rising fast, with the prospect of getting higher than known for some years past, so says the Times and Republican. Jefferson was entirely cut off from the interior. Three hundred cotton wagons were water bound west of the Cypress, and could not go one way or the other. (SW 2/1/71)

71-19

Our dispatches of Sunday morning report the blowing up of the R. W. Arthur, just above Memphis, and the loss of sixty lives, among them J. R. Russell, wife and son, from Jefferson, Texas. It should read J. W. Russell, wife and son. They went down on the last trip of the Era No. 9, and went immediately on board of the Arthur. In the death of Mr. J. W. Russell Jefferson has lost one of her oldest and best citizens. (SW 2/1/71)

71-20

ANOTHER DESTRUCTIVE FIRE IN JEFFERSON.--It will be seen by a special dispatch in another column, that our sister city has again been visited by a destructive fire. Truly the citizens of Jefferson have been most unfortunate, and these frequent fires would indicate that something more than accident was the cause. Their repeated losses cannot, however, check their energy; and the place, like the fabled Phoenix, literally rises from its own ashes. We extend to the sufferers our most heartfelt sympathies, not forgetting special condolence to our contemporary of the Democrat. (SW 2/8/71)

71-21

BY TELEGRAPH
For the South-Western.

Special to the South-Western.

DESTRUCTIVE FIRE IN JEFFERSON.

JEFFERSON, TEXAS, Feb. 7th, 1871.

A fire broke out last night in the Russell Building, on Austin street. The whole block was consumed, including the houses of the following firms: Grinnan & Wayland, S. W. Stone, D. J. Shohan, Faulkner & Shyrook, Birge, Nichols & Co., J. P. & J. C. Alford, and Pinski. The Daily Democrat was also burned. The total loss is probably not less than three hundred thousand dollars; about two hundred thousand insured.

J. H. McEACHERN. (SW 2/8/71)

71-22

The bayou at Jefferson was falling fast on Saturday, with the banks still under water. For a number of days the Bayou City was cut off from all communication with the interior except by flatboats and skiffs. (SW 2/8/71)

71-23

THE FIRE AT JEFFERSON.--Mr. David Kaufman, of this place, was in Jefferson at the time of the late fire. He and two others were sleeping in one of the buildings burned, and had his arm injured by the flames. They were compelled to leap from the second story. He informs us that the fire spread with remarkable rapidity, and he thinks the seven brick buildings were destroyed in three hours after the fire was discovered. The fire engine ran into the bayou, and there was some delay in getting it in operation after drawing it from the water, though it then did good service. Mr. Kaufman says the Hook and Ladder Company also worked well and skillfully, considering the practice and experience they have had.

As to the origin of the fire, Mr. Kaufman could give us no information. (SW 2/15/71)

71-24

THE FIRE IN JEFFERSON.--The Herald, of the 8th, gives a statement of the loss by the late fire, putting the total at about \$332,000, except \$2000 worth, saved by the firm of Alford. The following are the sufferers, the losses and policies as reported by the Herald: J. P. Alford--Loss \$18,000; policy \$12,000. Birge & Nichols--Loss \$50,000; policy \$30,000. Faulkner & Scherk--Loss \$30,000; policy \$20,000. D. J. Sheehan--Loss \$30,000; policy \$15,000. S. W. Stone--Loss \$33,000; policy \$23,000. Grinnan & Wayland--Loss \$150,000; policy \$75,000. M. Pinski--Loss \$18,000; policy \$7500. Rev. F. J. Patillo--"Home Advocate" and "Democrat," Loss \$3000; policy \$2000.

There is no intimation given as to the origin of the fire. (SW 2/15/71)

71-25

Capt. Jesse K. Bell, President of the Red River Packet Company, reached here last Sunday night, on the Wash Sentell, from Jefferson. He visits us in the interest of the company that he represents.... (SW 2/15/71)

71-26

The Jefferson Herald suggests that it would be well for some five thousand of the population to go to the country and till the soil. This is a little rich, considering that the entire population of the place only amounts to a little over four thousand. (SW 2/22/71)

71-27

SKATING RINK AT JEFFERSON.--We are gratified to learn that the Skating Rink in our sister city is being so highly appreciated and so well patronized. Mr. Able, the proprietor, has attended to its organization in person, and we can safely affirm that the Jeffersonians will find him an affable and liberal gentleman, and one with sufficient taste and judgment to give ample satisfaction to his patrons. Skating is a healthful exercise and well calculated to impart ease and grace to the person; while the most fastidious cannot reasonably object to it on the score of "impropriety." (SW 2/22/71)

71-28

The Jefferson Herald thus speaks of the dull times in that city:

Cotton and other produce has almost ceased to come in--high water and the bad condition of the roads are the great drawbacks to our prosperity. Our ox teams wont do to depend on when the earth is dampened by the dews of heaven--at least such as fall in this section. (SW 2/22/71)

71-29

The citizens of Jefferson, as well as those of Shreveport, are suffering from the depredations of thieves. The Times states, in this connection, that a gentleman of that place is in receipt of a letter from New York informing him that the stringency exercised by the local authorities there had created such an alarm among thieves and burglars that a large number had left for the South. This may reasonably account for recent visitations.

We are not an advocate of lynch law, but would suggest that, in case one of these scoundrels should be caught, he be taken out and hung by the neck, at least until he exposes his accomplices. (SW2/22/71)

71-30

We learn from some of our Red River county neighbors, that the farmers of that county are making extensive preparations for a large cotton crop the coming season. We are sorry to learn this, for we thought that they had paid dearly for their whistle this last season, when they were paying from eight to ten dollars a bale to have it hauled to this place. [Jefferson Herald.] (SW 3/1/71)

71-31

Since the loss of the steamer R. W. Arthur, we have watched with solicitude our eastern exchanges, hoping to get some further intelligence in relation to the fate of Mr. J. W. Russell,

wife, and little boy of this city. A few days ago there was a copy of the Memphis Avalanche containing an account from Mr. R. W. Rogers, of this city, one of the parties that was saved, but which we failed to obtain. We learn that Mr. Rogers saw them after the explosion, and they counselled together as to the best means of escape. Planks were lashed together and upon these Mr. Russell and his family placed themselves. Mr. Rogers got on a cotton bale, and being a good swimmer, hoped to be able to assist them; but the bale revolved very rapidly and he soon became almost unconscious from cold. Finally he made his way back to the wreck, where the few who remained were preserved. No doubt Mr. Russell and family met a watery grave. There was a rumor a few days ago that his body had been recovered, but it has not been confirmed. It is natural that our citizens generally should take great interest in the fate of the deceased and his family; they merited it. Jefferson in his death has sustained a great loss. They were our immediate neighbors, and every day taught us their worth. (SW 3/1/71)

71-32

RAILROAD MEETING.--An important railroad meeting was held on Monday night, at Ney's Hall, which merits more than a passing notice. It was significant not only from its prompt, liberal, united action, but from the fact that it was attended by nearly every large property owner in Jefferson.

On motion, Col. Culberson was called to the Chair, and Messrs. T. J. Campbell and F. A. Schluter were invited to act as Secretaries.

Col. Culberson explained the object of the meeting. An important communication had been received from Judge H. P. Mabry that required the attention and action of the citizens of Jefferson, and particularly of the property holders and business men.

The communication was then read by Mr. Campbell. It was long and exceedingly well written. It set forth, in substance, the vital importance of railroad connections to Jefferson. It was evident that it would not do to rely alone upon natural advantages, and to suffer other cities more enterprising to carry off our trade. He recounted then circumstantially a contract made with President Barnes and others connected with the International Railroad Company, in which they were willing to obligate that company to commence at this point, and construct and have in running order, by February, 1872, fifty miles of railroad, making this a portion of their main track, on the following conditions:

1st. A bonus of \$250,000 in the bonds of the city of Jefferson, running thirty years, at seven per cent. interest, the interest to be paid promptly, by taxation. These bonds were to be duly appropriated by order of the city council, officially signed by the Mayor, duly countersigned, and placed in bank for delivery, upon the completion of the road.

2nd. A deed of the necessary grounds for depots, machine shops, etc., to be made in fee simple, to be held by the railroad company, or to be sold by it, and to seek another location for the purposes mentioned, at its pleasure.

On motion, a committee of six was appointed, consisting of Major Penn, Dr. Clopton, W. M. Harrison, N. A. Birge, E. W. Taylor, and M. L. Crawford to report resolutions expressive of the sense of the meeting.

After the committee retired, Mr. Campbell was called out, and made an interesting and able speech, in which he urged the acceptance of the proposition presented by Judge Mabry, which met with applause, particularly from the leading property holders. He was followed by Major Penn, Col. Penman, Col. J. C. Murphy, Major Birge, and several others, all of whom took

the same ground. There was not a dissenting voice. The resolutions of the committee endorsing Judge Mabry, and urging the passage of such an ordinance as was required, was adopted unanimously.

On motion, a committee of leading citizens was appointed to confer with the council.

This looks like coming up to the work, and the liberality and public spirit manifested will have a favorable effect abroad. [Jefferson Times.] (SW 3/1/71)

71-33

JEFFERSON AND SHREVEPORT.

The Jefferson Times, in reproducing a paragraph which we copied from the Herald of that place in reference to the dull times, says, "the bad roads are at an end, and ox teams can be depended upon."

All right neighbor; we would not pluck one laurel from the brow of the Bayou city, nor place a straw in the way of her prosperity. Nor do we believe that our contemporaries of that city would charge us with envy or a desire to injure the place, when we simply republish an item of news. Time was (Jefferson being then in its early infancy, and during many months of the year a heavy draught skiff finding it a difficult matter to navigate the waters between the two points) when we dared not make the faintest allusion to the state of "the waters above," lest the paper then published in that place would become furious, and charge us with the malicious intention of injuring its trade.

That time has passed, and the prospects are that both Jefferson and Shreveport will continue to prosper, though any unprejudiced mind must needs admit that the latter has many superior natural advantages however much the former may excel it in the enterprise of its citizens.

We believe that Jefferson has, abroad, a better reputation as a business place than Shreveport, and, paradoxical as it may seem, this in great part results, beyond question, from the very causes that were regarded as prostrating to her interests. The fact of its being the seat of the notorious military commission, and the point where a large number of troops were quartered, gave it a prominence which it might not otherwise have acquired. These troops not only disbursed a large amount of money in the place, but their letters to friends all over the North familiarized it to thousands of people, who, but for this, would scarcely have known of its existence.

Those of our citizens who visit Jefferson are not reluctant to admit that, in some respects, it is a more prosperous place than Shreveport, while at the same time we have good reason to know that some of the leading men of that place regard its prosperity as fictitious, or at least think that it has grown beyond the limits justified by the trade seeking it.

But we did not intend to branch off on this subject when we commenced, and would remark that our comments are not made in any spirit of jealousy, but merely as a statement of facts, or what we conceive to be such. (SW 3/8/71)

71-34

FIRES IN JEFFERSON.--On the night of the 4th inst. a fire broke out in the grocery house of Capt. C. L. Pitcher on the corner of Polk and Henderson streets, Jefferson, which resulted in the loss of several frame buildings. The Times estimates the loss at about \$28,000, and the insurance at \$19,000, as follows: C. L. Pitcher, loss from \$9,000 to \$11,000, insured for

\$8,000; Silas H. Nance, loss \$2,000, insurance \$1,500; Studebaker Bros., loss \$15,000, insured for \$8,900.

On the night of the 6th, the house occupied by C. L. Martin as a family residence, was burned. Everything in the dwelling was saved. Both these fires were supposed to be the work of incendiaries, and the Times urges upon the citizens of Jefferson the importance of taking strenuous measures to ascertain who these villains are and weed them out. (SW 3/15/71)

71-35

The Jefferson Herald learns through a private letter from Austin, that the Legislature can be bought for any purpose, "and low down at that." We are reluctant to believe such slanders of so honest, honorable and distinguished a body of patriots. (SW 3/15/71)

71-36

SHOT.--A negro belonging on the C. H. Durfee was shot on Saturday night last on Radical Hill, in one of those gambling hells, by policeman Adams (colored.) The policeman, we understand, did the shooting while in the discharge of his duty. [Jefferson Herald, 15th.] (SW 3/22/71)

71-37

JEFFERSON AND WESTERN RAILROAD, VIA SULPHUR SPRINGS.--Our citizens regard, and we think justly, this enterprise as the most important of all the railroad projects to build up our city. The following telegram from Austin, dated the 10th, addressed to Hon. M. D. K. Taylor, gives assurance of its adoption by the State:

"Railroad on third reading, and made the special order for Monday at 10½ A. M. It will pass. No new developments.

W. H. JOHNSON.

W. P. McLEAN."

This will not only ensure immediate prosperity, but build up an immense trade. [Times and Republican.] (SW 3/22/71)

71-38

JEFFERSON AND THE RAFT.--A correspondent of the Jefferson Herald is becoming apprehensive of the effect the removal of the raft would have upon the fortunes of that place. After expressing the opinion that the bill before Congress will almost certainly pass, he continues:

Is there not danger of being wounded in the point where we are least expecting it? This raft matter is an old subject, and there never has been a doubt expressed by steamboatmen or others but that its opening would badly damage, if not entirely destroy the Lake navigation. But with this understanding it has created little fear, because the universal opinion has been that it could never be done.

Now, I am of those who have within the last few years arrived at the conclusion that there is nothing impossible to American enterprise and energy. Therefore would it not be well for some of your citizens who are most interested to examine into the matter? I believe there is something in the Constitution of the United States that might stay a work calculated to injure one section for the benefit of another.

We have heard river men argue that the removal of the raft would not injure navigation to Jefferson. Be that as it may, we do not see how the Constitution of the United States could prevent the opening to navigation of streams such as Red River. Congress has before now voted appropriations for this same work. (SW 3/22/71)

71-39

YET ANOTHER.--We learn through a private letter from Jefferson that a fire occurred in that place on the night of the 13th. Messrs. Ward & Culberson's new and very large warehouse at the foot of the levee was burned to the ground, in which were two hundred bales of cotton. These fires must be the work of an organized band of scoundrels. (SW 3/22/71)

71-40

FIRES DURING THE WEEK.--On Monday night about 11 o'clock, the large new frame warehouse on the Levee belonging to Col. W. H. Ward and Mr. C. Y. Culberson, was beyond a doubt set on fire by an incendiary, and burnt to the ground. There were several hundred bales of cotton on storage in the building. All lost except a few bales in a badly damaged condition. It is almost impossible to arrive at the probable loss, but it is heavy. No insurance. Whose time next? Perhaps it is yours, if you have anything worth burning--or perhaps we may come in next for what little we have. Should not be surprised in the least, for the scoundrels know our opinion of them--hanging is too good for them. We have long been tired of this wanton destruction of property. But the word "tired," fails to express our feelings--it is too tame, our heart is sick of it, we want to get away among people that are civilized, where we can breathe free and easy--and we are not alone in our feelings--scores upon scores would leave in twenty-four hours if they could do so without sacrificing too much, and the probability is that they will sacrifice what they have, if they stay, if there is not a stop put to this wholesale destruction of property.

It reminds us very much of the year 1860, when our country was overrun with Northern incendiaries who were trying to burn our towns, farm houses, gins and cribs up, and poisoning our springs and wells.

But things have changed since that date--then the people were not afraid to act, and many of the perpetrators of such acts were brought to grief. But now the people are eternally tantalized with the hue and cry of "Lawlessness and crime," and they do not feel disposed to try to ferret out the guilty--they would rather submit and let it pass than to give the least cause for offense. We are almost afraid to draw a long breath. [Jefferson Herald, 15th.] (SW 3/22/71)

71-41

We learn from the officers of the Durfee that the authorities at Jefferson have arrested one J. W. Nimmo, formerly a steamboat clerk on Red River, under suspicion that he set fire to Culberson's warehouse. It seems that soon after dark on the night of the fire he shipped 50 bales of cotton on the Tidal Wave on his own account, unknown to the proprietors of the warehouse, upon which he drew \$1500. That night the warehouse and its contents were burned. Mr. Nimmo was not a regular employee of the house, but occasionally assisted in a press of business. (SW 3/22/71)

71-42

BUSINESS IN JEFFERSON.--We see from the Times and Republican of the 25th that the total receipts of cotton at that port since September 1, have been 34,085 bales, and the shipments 31,359 bales, with 3255 bales on hand.

By comparing the above figures with ours it will be seen that Shreveport is just a little ahead of Jefferson, notwithstanding the latter does so much the most business. Rather an anomaly, when we take in account that cotton is the basis of trade in both cities. (SW 3/29/71)

71-43

The citizens of Jefferson held a meeting recently to take measures, if possible, to put a stop to the alarming state of affairs in that city with regard to mysterious fires. The Herald gives the following resolution which was adopted by the meeting:

Resolved, That a committee of three be appointed by this meeting, whose duty it shall be to take the necessary steps to ferret out and bring to punishment any persons who have been guilty of incendiarism in this town, and that said committee be authorized to employ the necessary agents and counsel to carry into effect the object of these resolutions.

In pursuance of this resolution, Gen. Waterhouse, and Captains Colton and Claiborne were appointed on the committee, from whose action, the Herald, thinks some good may be accomplished. The same paper suggests that it would be well for insurance agents to be a little more careful of the amount of risk they take. (SW 3/29/71)

71-44

Mr. A. D. McCutchen, for a time connected with the Jefferson papers, died at Longview on the 28th of March. (SW 4/5/71)

71-45

The fire company of Jefferson have, as the Times expresses it, "handed in their checks" to the Mayor, and it was supposed the Hook and Ladder Company would do the same thing. The reason is that a negro company have been placed in the Fire Department, and the white firemen apprehended that a collision might at some time occur. (SW 4/5/71)

71-46

The trial of J. W. Nimmo, charged with shipping by the Tidal Wave fifty bales of cotton fraudulently, on the night of the burning of Culberson's warehouse, was progressing on Wednesday and likely to continue for several days. (SW 4/5/71)

71-47

The Jefferson Times and Republican of the 30th ult. says the trial of Mr. J. W. Nimmo before Mayor Malloy is progressing. There is a crowded court room, and great interest is felt in the result. (SW 4/5/71)

71-48

COTTON AT JEFFERSON.--From the Times and Republican of the 6th instant we learn that the receipts of cotton at that point from the 1st of September to date were 36,060 bales. Shipments during the same period were 33,816 bales. Stock on hand 2,753 bales. (SW 4/12/71)

71-49

The Jefferson Times and Republican speaks very disparagingly of the appearance of the "Aurora," a monthly Magazine, gotten up and issued by several of the fair daughters of our sister city, Marshall, Texas. Shame on you, Times, for your attempt to discourage the young ladies in their first step towards advancing the interests of Southern literature. (SW 4/12/71)

71-50

We copy the following items from the Sherman (Texas) Courier, of March 25th:

East Line and Red River Railroad.--We take pleasure in announcing to our readers, to us, the important fact that the bill granting a charter to the East Line and Red River railroad has passed the House by a vote of 68 to 4. This bill had previously passed the Senate. It now goes to the Governor with every prospect that it will be favorably considered by him. The road runs from Jefferson via Mt. Pleasant, Sulphur Springs, and Kentuckytown to Sherman, establish depots at each of these points. More in this connection next week. (SW 4/12/71)

71-51

A difficulty occurred in this city yesterday, between Jesse Robinson and W. E. Rose, which resulted in the death of both.

From what we can learn, Robinson followed Rose to his blacksmith shop, and made the attack. They were both very dangerous and bad men. Rose was not intrinsically bad. Strong drink, from which he could not wean himself, corrupted his moral nature and crazed him. Robinson was one of Buell's and Reynold's pets, of whose past achievements and assassinations, under the military regime our columns have given an account. Rose on this occasion, was sober, and went home to avoid the difficulty which resulted in his death. [Times and Republican, 6th.] (SW 4/12/71)

71-52

THE NIMMO CASE.--We copy as follows from the Jefferson Times and Republican, of April 1st, without comment:

JEFFERSON COUNTY BASTILE, March 31, 1871.

Col. R. W. LOUGHERY:

Dear Sir: I have intended for some time to write you a short communication in regard to my present difficulty, but have been so situated that it was almost impossible to do so; and after reading the editorial in your issue of the 17th instant, which I think did me a great deal of injustice, and poisoned the minds of the people against me to that extent that nothing I might have said would have done me any good.

The public well know that I have had a partial trial before his Honor A. G. Malloy, which closed after examining the witnesses for the State. The case was closed by consent of counsel, but I did want to make a voluntary statement to the court, which was overruled, and I was remanded to the next term of the District Court. The statement that I intended to make would have exonerated me and probably hurt some other party, that would have astonished the people very much indeed. Now all that I ask is, that the people will withhold their judgment in the case until such time as I may have a chance to explain and clear myself from the damnable charge that has been brought against me, for what purpose I know not, unless it is to entirely ruin me. But,

before a just God, I am as innocent of the charge alleged against me as yourself, or any other man in this community. *I am only a miserable slave to a dirty master.*

Respectfully, J. W. NIMMO.

If we did Mr. Nimmo the injustice he thinks we did, we very much regret it. We have no intention or desire to poison the community, or any portion of our citizens, against him. Appearances are unfortunately adverse to his innocence. He must be conscious of that fact, and it is but just to himself that he should disclose all he knows in regard to this transaction. We have been satisfied there is a bottom to it, and his voluntary statement can as well be made to the public as to a court. He ought to make it. It would have a better effect, if candidly and truthfully given. (SW 4/12/71)

71-53

We find the following in the Jefferson Times and Republican of the 15th instant. We deeply sympathize with Captain Tucker in his irreparable loss:

We are pained to record the fact that Mrs. Annie K. Tucker, wife of our esteemed friend, Capt. James M. Tucker, died on Thursday night. She was a lady universally admired and beloved by all who knew her. Her husband and children have the kind sympathy of the entire community in their sad bereavement. (SW 4/19/71)

71-54

A meeting of the corporators of the East Line and Red River Railroad Company is to be held at Jefferson, Texas, on the 18th of May next, for the purpose of organizing. This road is to run from Jefferson to the Red River, near Sherman, Texas. (SW 4/26/71)

71-55

[Correspondence of South-Western.]

JEFFERSON, TEXAS, April 19, 1871.

According to promise, we give you some jottings, which may be of interest to you and your readers. The bayou here is receding, and has fallen since Monday 4½ inches, but is still six feet above low water mark. The lakes are also falling steadily, but with plenty of water for the boats running here. Business yesterday and to-day was tolerably lively, receipts of cotton about 400 bales each day, for which there seemed to be an active demand, yet almost everybody complains of the dullness of the times and the scarcity of money. No doubt but the farmers are now too busy planting to come in with cotton. There are many evidences of improvements going on here; quite a number of new dwellings--some of considerable claims to architectural display--are being erected, also stores, etc., in place of those recently burned, and the city authorities are about to erect a large building for the use of the fire engines, etc., to cost \$3500.

From all quarters we learn that the crops planted are doing well and the corn is growing rapidly. The fruit crop prospects are good--every tree seems to be full. The weather is indeed charming. Strawberries are carried around the streets for sale; also Irish potatoes. In the amusement line the Skating Rink, a most spacious, admirably located and arranged building, holds the sway; it is well attended by the very *elite* of Jefferson, and well managed by the courteous proprietor, Dr. Rowell. The theatres are both closed; but there is to be a grand ball on Thursday evening, and a grand dress carnival at the Rink on Friday night. The good people here

not only have proper places of amusements, but spacious and comfortable churches, large and convenient schools; we have had the pleasure of visiting, so far, only one, the Jefferson Institute, Miss Eleanor N. Norwood, Principal, located in the basement of the large brick Methodist Church, with the good order of which we were much pleased. The exercises in vocal and instrumental music, also the recitations evinced the most perfect drilling and thorough training on the part of the accomplished corps of teachers.

The Mayor of the city has left for Austin, deputed by the city council to get the legislature to change the city charter so as to empower the council to issue \$250,000 in Water Works bonds, \$750,000 in Rail Road bonds, and alter the corporate lines, etc.; thus the authorities here are, you will perceive, following the commendable example of the city of Shreveport, in giving aid for the construction of railroads, through which they will reap a large increase in trade. All the streets have their names plainly painted at each corner, also a sign of an enterprising "sewing machine" agent, which is a very great convenience to strangers, and in this Jefferson sets Shreveport an example she ought to follow; but though we could point out many other similar things worthy of notice, we have not time at present to do so.

CONTINENTAL. (SW 4/26/71)

71-56

The Jefferson Herald of the 26th reports that rents are tumbling in that city and that it knows of at least thirty stores vacant there which would have been at present occupied had the owners been less extravagant in their demands some time ago. Our mercantile interests have indeed suffered severely the past season, and we deem it a part of prudence were landlords more moderate in their exactions upon tenants. (SW 5/3/71)

71-57

We have received the first number of the Jefferson Daily Bulletin, a new paper just started in our sister city by the irrepressible Ward Taylor, of Jimplecute notoriety. Mr. Taylor has been absent from Jefferson for some time in search of health, and having recruited will devote his energies to the material advancement of the city with which he has been so long associated. We wish the Bulletin and its proprietor every measure of success. (SW 5/10/71)

71-58

The Carter Line steamer H. M. Shreve came in from Jefferson yesterday with a most magnificent flag flying at her masthead. The flag is an indigo-blue color, about fifteen feet long by five wide. In the centre is a white, needle-worked wreath, with a large white star enclosed therein, and the word "our" on one, and the word "own" on the other side of the wreath. It is a beautiful design, charmingly executed. The ladies of Jefferson, Texas, are the authors of this pretty piece of work, and with that regard they always entertain for the feelings of the sterner sex, and to prevent any dissatisfaction from dwelling in the bosoms of the numerous steamboat captains that ply upon our waters, they have arranged it so that each boat shall wear it a little while, until each and every boat can boast of the honor. The decision, as to which boat shall claim it altogether, will be rendered about the first of June, when the last vote will be counted, and the steamer receiving the majority shall call it "her own." The proceeds, made up of the different amounts paid in by each voter, will be used for the benefit of the Catholic Church, at the

city above named. The C. H. Durfee flung it to the breeze first, at Jefferson. The Shreve put it on there and wore it down here. (SW 5/17/71)

71-59

[From the Louisville Courier-Journal]

THE FUTURE OF TEXAS.

Not one of the Southwestern States presents such attractive features as the Lone Star State of Texas. In variety of climate, richness of soil and the value of its products, it holds out inducements to immigration such as are not furnished by any other.

In the northern portion of the State the cereals and fruits of the Northwest grow in luxuriance. The same lands that produce from twenty to thirty bushels of corn, yield a bale of cotton to the acre. On the 32d parallel of latitude, and for fifty miles on either side of it, wheat, corn, oats, rice and cotton may be seen growing side by side. What makes the wheat crop more valuable is that it is harvested a month earlier than in the Northwestern States. Owing to the mildness of the climate, stock requires but little attention in winter.

The great difficulty with Texas has arisen from its inaccessibility. Almost the only commercial outlets have been by Red River, via Jefferson and Shreveport, or the gulf, and these furnished but a feeble support in developing the resources of the country. Within the last two years, however, a spirit of enterprise has been awakened that promises great results. Railroad charters have been granted that, in a year or two, will furnish connections with older and more populous States. To some few of these subsidies have been granted, and to others valuable grants of land have been made by individuals, which will insure their construction. Among those in which the Northwest, and particularly the city of Louisville, are most immediately interested is the Southern Pacific, designed to traverse the State on the 32d parallel of latitude, and which has recently been nationalized and received the aid of Congress. In addition to this assistance, Texas has munificently granted it 10,200 acres of land to the mile. This road is now in the hands of wealthy Northern capitalists who will prosecute it with vigor. It is in operation from Monroe, La., to Vicksburg, and from Shreveport, La., to Longview, in Texas, a distance of more than sixty miles, over which the cars are daily running. When the road from Monroe to Shreveport is completed, and it is said to be under contract, there will be a continuous line of travel to Charleston, S. C.

Second--A road has been chartered and subsidized by Texas, commencing at Fulton and extending diagonally across the State to the Rio Grande, with a bonus of \$10,000 to the mile, or \$6,000,000. This is denominated the International.

Third--The Trans-Continental, formerly known as the Memphis and El Paso, designed to connect with the Memphis and Little Rock railroad, and to form a junction with the Pacific somewhere near Dallas.

Fourth--The Texas Central, that in less than two years will in all probability form a junction with the Kansas road, already completed to the Indian Territory.

Fifth--The East Texas road, from the Gulf east of Galveston, via Henderson and Marshall, to Jefferson.

There are several other important railroad enterprises in Western Texas designed to tap the mining regions of Northern Texas and Mexico and to connect with the Southern Pacific. Jefferson has several lines of road projected--a branch road of the Trans-Continental and a branch connection with the International. As the intelligent reader is aware, Jefferson is at the head of

lake navigation on Red river. At the close of the war it was an insignificant village with a few dilapidated frame buildings. Now it is a city of twelve thousand inhabitants, ships from seventy-five to a hundred thousand bales of cotton, besides large quantities of hides and peltries, cattle, &c., and enjoys a trade of near eight millions of dollars.

Texas is peculiarly adapted to railroads. Its topography and climate are admirable. The country being comparatively level, railroads can be constructed at small cost, and as the winters are very mild, no obstructions are offered at any season of the year.

There are several great advantages its Pacific road offers, and in addition it is eight hundred miles nearer than the northern route. Besides, there is scarcely a navigable stream worthy of the name in the State, and its railroads will command the trade and travel for a hundred miles on each side of them. When therefore we consider this gigantic enterprise, the connections of Texas with the northwest, the character and value of its products, the richness and variety of its soil and its genial climate, we may form some idea of the glorious future that lies before it.

But it is that portion of Texas lying east of the Trinity river, and particularly north and west of Jefferson, in which Louisville is immediately interested--a section embracing a territory as large as almost any two States of the Union. St. Louis is reaching out for this trade, and has started a line of packets for Shreveport and Jefferson. A few of our enterprising merchants have a considerable trade in Northern Texas. It is worthy of cultivation, and if fostered will add largely to the commercial importance of Louisville. In homogeneity of opinions and interests Louisville is the natural ally of the South, and particularly of Texas, as our citizens own large bodies of valuable lands there, and have contributed largely in aid of the construction of its railroads. Until recently, if not at present, our city has owned the majority of the stock in the Southern Pacific road, and, if it has surrendered its control, it was only to place the enterprise in the hands of leading capitalists. Louisville, therefore, has a better claim upon this trade than any other city, and, if properly encouraged it will not only come here, but remain a permanency when the railroad connections now in progress and so near completion are fully opened.

Texas is being rapidly filled up with the most intelligent and enterprising men of the South, and from the late border slave States, and, we repeat, Louisville, above and beyond all other points, presents political, commercial and social affinities that will attract the trade of that valuable region. (SW 5/31/71)

71-60

Our neighboring city of Jefferson is saddled with an imported mayor and extemporized Board of Aldermen; and the press of the town is fearful that financial affairs are somewhat mixed. The Times and Republican, of the 30th ult., reviews a financial statement made by the Board, which is designed to leave the impression that the city is out of debt, but which the Times says will be found not to be the case upon close inspection. It predicts that if relief does not come in the shape of railroads, Jefferson will be bankrupted to pay obligations to the amount of \$120,000--in the shape of taxes and outstanding city debts. We sympathize with our neighbor, but see no remedy for the evil so long as municipal affairs are administered by a carpet-bag element. We doubt not but that our contemporaries have their hands full in watching the leaks in their city treasury. (SW 6/7/71)

71-61

We learn from the officers of the steamer C. H. Durfee, which came in from Jefferson yesterday, that the Bayou at that point was rising when they left. The lakes this side of there are also rising. They report very little cotton coming into Jefferson on account of high creeks and overflowed swamps. (DSW 6/7/71)

71-62

We have received the first number of the Jeffersonian, published in our sister city of Jefferson, Texas, by Roberts & Co., and devoted politically to the Radical party interest. The salutatory is well written, and while avowing the principles of Radicalism, it will require the party's measures to "come up to the strict standard of constitutional law." Otherwise it does not pledge its support. We only hope the Jeffersonian may maintain its position. (SW 6/14/71)

71-63

TERRIBLE AFFAIR IN JEFFERSON.--We take the following account of a most unfortunate occurrence from the Times and Republican of yesterday morning:

While the police, headed by Chief Thomas, was attempting to remove Mr. John Middleton, auctioneer, from a room in the Dopplemeyer building, on Austin street, where he had shut himself up in a fit of mania potu, the following tragic occurrence took place. Chief Thomas begged the crazy man to come out, but he persistently refused for more than twenty minutes, saying he would kill any one who attempted to enter the room. Mr. Delevan, formerly of the firm of Lynch, Delevan & Borst, levee contractors, advanced into the room of his own benevolent motion, and was instantly shot down by Middleton, who then shot Mr. Thomas down, chief of police, who attempted to enter, the ball passing through his shoulder into his chest. The police, Wilson and Woods, came in after this, and fired on Middleton, who shot once more, and burst several caps--two balls taking effect on Middleton which killed him almost instantly. Mr. Thomas, chief of police, begged the force all the time, if possible, during the terrible rencounter, to secure him (Middleton) alive, but that it seems was impossible. The securing of Mr. Middleton, who was a gentleman outside of his calamity, drinking whisky, was urged by occupants of the house about 3 o'clock yesterday afternoon and again at 12 o'clock Wednesday night when the unfortunate affair occurred. They did so from fear of injuries to themselves, and to the building. It appears from gossip that Mr. Middleton had been in his cups for several weeks, and had determined to reform, and did so too suddenly, which induced his crazy condition.

Chief of Police Thomas is very weak from loss of blood, and suffering severely from his wound. His wound is not necessarily mortal, although the warmth of the weather and his robust habit make it critical.

A coroner's inquest was held on the spot last night at 1 o'clock, and a verdict will be rendered in the case in accordance to the evidence adduced. (SW 6/14/71)

71-64

We observe from a Jefferson exchange that the wife of the Rev. F. J. Patillo, editor of the Home Advocate, died there on the evening of the 19th instant, in a sudden and unexpected manner. We tender Mr. Patillo our most heartfelt sympathy in this his terrible affliction. (SW 6/28/71)

71-65

There is only four feet at the foot of the Potato Bend cut-off. There is six feet in Potatoe Bend, but the dredge boat filled up the end of it, or, in other words, made a dam across the regular channel to throw the water through the cut-off. There is about ten feet through the cut-off until you get to the foot, where the dredge boat left, unfinished, a ridge all the way across it, on which there is only four feet. (DSW 6/30/71)

71-66

ANOTHER FIRE IN JEFFERSON.

JEFFERSON, TEXAS, June 30.--A fire broke out last night between Austin and Dallas streets, in Jean Buron's storehouse. In the vicinity were mostly old frame buildings. The flames spread rapidly, consuming all the buildings on two blocks except Schluter & Smith's brick storehouses. Total loss estimated at \$55,000; insurance \$13,000. The following are among the losses: W. W. Sloan, loss \$5000, insurance \$2500; F. A. Schluter, \$4000; W. E. Penn, agent, \$1000; H. P. Mabry, \$1000; E. G. Benners, agent, \$1500; W. B. Ward, \$2000, insurance \$1000; E. Klienbach, \$12,000, insurance \$4000; Gus Hodge, \$5000; Watt's corner, \$1000; Mrs. Brinck, \$2500; Louis Vehon's stock, \$350; Simons & Eberstadt, City Hotel, \$3000, insurance \$2000; Raymond & White, \$5000; Dan Heyn & Co., \$5000, insurance \$2500; R. Waterhouse \$5000; Jack Gill \$1800, insurance \$1200; Jacobs & Dimitry's stock is a total loss; amount unknown. It is supposed to have been fired by an incendiary.

McEACHERN. (SW 7/5/71)

71-67

ANOTHER FIRE IN JEFFERSON.--Our dispatches record another fire yesterday in Jefferson, Texas, with an estimated loss of \$55,000, only slightly covered by insurance. It is supposed to be the work of the incendiary. Truly our neighbor has suffered terribly from these conflagrations, occurring within such short periods of each other. We would suggest diligent enquiry by the citizens of Jefferson into the cause of these fires, and if guilt can be attached to any one, the most full and summary punishment should be meted out. (SW 7/5/71)

71-68

The steamer R. J. Lockwood came in from Jefferson yesterday morning bringing us the latest news from Cypress Bayou. Mr. Ike Hunter, her pilot, informs us that there is about three feet in the new cut off below Jefferson, and about three and a half feet on "Albany flats." The bayou and the lakes are falling rapidly. Every steamer that goes to Jefferson now, "receives an introduction" to the bottom of that new cut off before getting through with it, in spite of their desire to form no *new* acquaintances. (DSW 7/8/71)

71-69

The cut off has from thirty inches to three feet water in it at Potato Bend, and the channel is very narrow. (DSW 7/9/71)

71-70

The last accounts from Jefferson report Cypress Bayou low and falling. All the steamers that pass up drawing over three feet have to lighten or pull themselves over the shoal water in the new cut off with their steam capstans. (DSW 7/11/71)

71-71

We clip the following from the Jefferson Times and Republican, of the 7th instant, the following address, delivered by Miss Rogers, of Jefferson, while presenting to Capt. Aiken, of the steamer C. H. Durfee, the flag fashioned by the ladies of the Catholic Church of that place. It was delivered on board the above named steamer, Wednesday evening, July 5:

MISS IDA ROGERS' ADDRESS.

CAPT. AIKEN: As the representative of the ladies of the Catholic Church of this city, and those generous spirits whose nobleness of heart have united with us in this demonstration of our regard for you, and for the graceful steamer on whose deck you stand, I present you this banner. The works of its motto are not unmeaning. The arrival of the C. H. Durfee during the seasons past, in which she has so beautifully touched our wharves at her appointed time, has ever been hailed as the arrival of "Our Own," and it is no new emotion which now incites us to inscribe those words upon this flag. The inscription is a manifestation of a long cherished sentiment, and we yield you the banner with the most earnest assurance, that the words thereon inscribed are a faithful exposition of the true feeling of the community whom we this day represent. In the past you have been "Our Own," rendered so by the daily exhibition on your part of uniform courtesy, gallantry, and liberal dealing. You are "Our Own" to day, as the occasion which has called us together has so signally made known, and in the future you will continue to be "Our Own" so long as yourself and the gallant officers under your command shall preside over the destinies of your boat, and the beautiful flag which fair women have presented to brave men shall float unsullied at her prow.

Nor are the devices on that flag less unmeaning than are the the golden words thereon, by which we hail you as "*Our Own*." It is the insignia of a new union between the Lone Star and the Crescent; between the pelican of the delta and the bird of paradise of the prairies; between the commerce of the gulf and the boundless region by which we are surrounded and which have annually, through these waters, poured their tributes to the sea.

In the new era of prosperity upon which our giant young State is about to enter, by the great works of internal improvement to connect the interior with the world without, the beautiful steamers daily traversing the waters which bind the States of Louisiana and Texas, will be multiplied, and the blessings of an enlarged civilization will be showered throughout the land. But in the future, as new steamer after steamer shall daily reach our wharves, we shall always look with joy to the coming of the favorite, and our hearts will continue to swell with pride as we shall observe the approach of the silken banner of the Durfee, with "Our Own" inscribed thereon, and with the bright insignia of the new union of our two cherished States, the Crescent and Lone Star, gracefully floating upon its folds.

Mr. Drown's reply on behalf of Captain Aiken:

Miss Rogers--Ladies and Gentlemen: In receiving this beautiful banner, I am requested by Capt. Aiken to return thanks, not only to you who honor us by your presence, but to all those kind friends who, whilst contributing to build up a charitable institution, have made it the occasion of conveying to the officers of the Durfee such a pleasing compliment. We accept it with pride and

gratification, and will prize it as the gift of friendship and good will. And as we who follow the water have our little superstitions, we will at once set it up as our talisman of fortune, and will fly it as an emblem of good luck, feeling confident that no harm could possibly come to an object wrought by so much beauty in so good a cause. I am sure you will all join me in the hope that we may never have occasion to use it as a flag of distress. Once more I thank you. (SW 7/12/71)

71-72

The Jefferson Times and Republican of the 13th mentions the arrest of two men in that city, who give their names as Lige Stone and J. T. Davis, charged with having in their possession two stolen horses, the property of our fellow-citizen Major W. W. Barrett. They were carried before Justice Haughn and ordered to jail, to await the arrival of the owner of the horse. (DSW 7/15/71)

71-73

The Jefferson people seem determined to have a channel in their bayou if they have to knock the bottom out of it. They have a dredge-boat hard at work now, attempting to accomplish that object. The question is, if they do knock the bottom out, will it stay out? We opine not. The next rise will deposit sediment in the channel again, so that, when the Bayou gets low they will have to repeat the digging-out operation again. We would advise the Jefferson folks to move their town down here where we have good navigation the entire year. (DSW 7/22/71)

71-74

HOMICIDE.--On Wednesday night a difficulty occurred on the back gallery of Mrs. Ames's boarding house in this city, between a young man named James Shedd, a boarder, and a negro named Bob Lyle, in the course of which Shedd stabbed the negro, who shortly afterwards died. After the commission of the deed, Shedd fled, and was pursued and overtaken at his brother in law's, eighteen miles from Jefferson, brought back, and put in jail. His preliminary trial takes place this morning at 10 o'clock, before Justice Haughn. As the matter is to undergo judicial investigation we refrain from any further notice of the affair at present. [Jefferson Times, 21st.] (DSW 7/23/71)

71-75

EXTORTION.--A correspondent writing to the Bonham News is free to complain that the charges incident to storing and shipping freight at our neighboring city of Jefferson are somewhat of an extortionate character. We do not know the merits of the case, or whether the correspondent may not be too severe in his cauterizing; but this we do know, that the people of Texas are bent upon having railroad connections with the great commercial centres of the country, and that there will never more be a quiet acquiescence in exorbitant steamboat freights, or their more vexatious warehouse and handling accompaniments. We give the communication to the News alluded to, which speaks for itself, and may open the eyes of the people to the changes taking place in the matter of transportation for the people in the back country:

I have selected the word at the head of this article to express my sense of the exorbitant charges made on a small shipment of machinery lately forwarded by me to Bateman & Bro., at Jefferson, for use in this county. Here it is:

CHARGES.

To cash paid as per bill lading.....	\$35.50
“ “ freight bill per steamer.....	75.00
Storage on same.....	75.00
Drayage and labor.....	15.00
Commission on \$--advanced.....	<u>2.75</u>
	\$203.25

Here we have the enormous sum of \$90 charged on a small portable engine, (15-horse power,) for labor and *storage*--while the freight from St Louis is only \$75--the other item, \$35.50, being the railroad charges from Zanesville to St. Louis. These forwarding houses in Jefferson have plucked the people of the up country, for I am told Bateman & Bro. are not alone in these extortions. Mr. English, of this place, recently paid the same amount to another forwarding concern in Jefferson, on a similar shipment. These sharpers have just about ruined their entire trade, and herceforth we may reasonably expect to be in a great measure independent of those who charge about six per cent. on the first cost of an article, simply for the privilege of landing from the steamer on their precious soil, the *labor* of which landing is *always* performed by the boat. Whether the engine was *actually* "stored," I am not advised; but if it was, it is the first that ever was. If it was *not stored*, the "drayage and labor" are purely imaginary.

I came down last week from St. Louis. I went up in May; since that time fifty miles have been added to the railroad, over which the cars now run; and if the rate of building continues, the road will cross the Canadian by the 1st of January next. The cars already bring good freights for Northern Texas. I passed over thirty wagons from this county and Grayson heavily laden for our region. But that the whole trade is about to "shift shoulder" is evident by the numerous trains laden with *cotton*--yes, COTTON! I met more than two hundred bales on its way up, in the space of two days. One year's more work on the railroad, and those remorseless extortioners on Cypress Bayou may close their griinding shops, so far as Northern Texas is concerned. (DSW 8/11/71)

71-76

Our neighboring city of Jefferson is a live town, and her merchants are behind none in public spirited enterprise. Railroad building is very properly deemed by the people of the county in which Jefferson is located a question of vital importance, and the mercantile interests of the city have been well sustained by the people of the county in the matter of donating a subsidy for railroad purposes. We are satisfied that if Jefferson possessed the natural advantages that Shreveport does, her inhabitants would beat us in the race for railroad connections. We learn from the Jefferson Times and Republican of the 10th that the four days' election for and against the donation of Marion county of bonds to the amount of \$300,000, payable in thirty years, to the Trans-Continental Railroad Company, conditioned upon the completion of the railroad to Clarksville withing twelve months, closed finally Saturday evening. The result was as follows: Total vote registered, 1,343. Whole vote cast, 1,043; for the donation, 1,028; against, 15. This was an excess of 152 over the two-thirds majority required. There were 270 votes not cast. If these had been cast directly against the donation, the vote would have stood 285 against to 1,028 for the proposition. But the question in favor of the donation was really determined on Friday evening, rendering any further voting unnecessary. Hence both those for the donation and against it were negligent about going to the polls. The vote cast is overwhelming, and speaks

volumes for the enterprise and liberality of the people of Marion county. They see and feel that the prosperity of this country depends upon railroads. (DSW 8/13/71)

71-77

JEFFERSON ENTERPRISE.--Col. Loughery of the Jefferson Times has just paid a visit to Kellyville, four and a half miles from that place, and gives an interesting account of the extensive foundry located there. He informs us that the proprietor of the works has in his employ about one hundred mechanics and laborers, and these, with their families, constitute the little town--forty-five are employed in connection with the foundry and fifty-five at the furnace. The iron furnace is situated about two miles and a half distant from the main works, and turns out about seven tons of metal per day. The enterprising constructor and owner of the foundry will turn out this year 10,000 stocked turning plows, 30,000 small plows, without stocks, 25,000 extra points, 10,000 land sides, 100 tons hollow ware, 200 tons of general job work, a large supply of sugar mills, gin segments, etc. A large lot of work is turned out from the machine shop, and which, in quality and price, compare favorably with the work of the best machine establishments in the North and West. The sugar mills have proved valuable, and are in great demand. These works are a credit to the country in which they are located, and keep many a dollar at home which would otherwise be sent off for such articles as are manufactured there. We wish we could report the existence of many more such enterprises in this section of country. (DSW 8/13/71)

71-78

(Meeting in Memphis held on 11/9/71 concerning International railroad stresses importance of connection with Jefferson and Shreveport and indicates that City of Jefferson had agreed to provide \$500 thousand in lands at assessed value and \$5 million in bonds.) (WWT 11/15/71)

71-79

Between some of our Southern and Western cities there is a great rivalry going on just now. The trade of the great valley of Red river is the fruit they wish to pluck, and we take great pleasure in assuring them that this fruit is ripe and exceedingly anxious to be plucked. New Orleans would like to retain this vast source of her life and prosperity! but she will not pay the price. She depends too much upon rivers and lakes. These *low water high-ways* are a little too unreliable. New Orleans will lose the prize. St. Louis wants it. She is bidding for it, in real modern style. She is a live, progressive city, wide awake and full of that energy and enterprize which will tell. St. Louis stands a chance. Memphis too, has some aspirations. Her greatest railroad spirits are now crying, as with one voice, "Look well to the West!" They are fully alive to the great importance of doing so. Railroad connection with Jefferson, Texas, by way of Devalls Bluff, Pine Bluff, Camden and Shreveport, is the object which is now claiming a large share of their attention. The *Appeal* of a late date has this to say:

Shreveport and Jefferson are in the midst of a virgin soil, of inexhaustable richness. They are as yet untouched by railroads. In ten or fifteen years they will be large and important towns with an immense traffic in cattle and cotton. They do not court connection with New Orleans half so much as they desire to be united with us by railroad. The merchants of those cities look upon Memphis as their

commercial Mecca. The benefits of railroad communication between this city and those cities will be of incalculable advantage to us.

This is sober truth. "Roll on sweet momemts." (WWT 11/29/71)

71-80

Mr. Hugh Freeman, of Jefferson, recently had a fall from his horse by which his right leg sustained a severe compound fracture, just above the ankle joint. (DST 12/16/71)

71-81

The Jefferson Times states that a large amount of fine guns have been recently sent there by Governor Davis, with which thirty or forty negroes were armed on the 9th, but whether for the purpose of drill or some worse purpose is not known to decent people. (DST 12/16/71)

71-82

From the regrets expressed in the Jefferson Times that the editor has no sock to hang up Christmas, we assume that our long-time friend, Loughery lost his at the last Jefferson fire. (DST 12/21/71)

71-83

THE STEAMBOAT MEMORIAL.

The Jefferson Democrat, in its strictures upon the action of the Shreveport Board of Trade, in unanimously adopting the memorial of the Captain of the steamer South-Western, requesting the Board to recommend the merchants and shippers of this city to give the preference in all up and down freights to boats plying exclusively between Shreveport and New Orleans, permits its temper to get the better of its judgment and good manners, and uses language utterly incompatible with that calmness, courtesy, and dignity which should characterize the discussion of commercial transactions, and commercial policies. Referring to the recommendation of the Board the Democrat says, "We have heard or seen nothing like it since the passage of our infamous printing bill." Our contemporary seems not to be well posted in the commercial history of its own city; sometime last season, or during the preceding one, the merchants of Jefferson signed a letter of instruction to their factors in New Orleans, directing them to ship their freight only on through Jefferson packets--not to ship a pound of freight on a Shreveport boat. This was a move similar to that of the Shreveport Board of Trade, and if the one is infamous, so was the other.... (DST 12/23/71)

71-84

SHREVEPORT AND JEFFERSON.

These towns are so well known as rivals for the vast trade of the finest section of Northwestern Louisiana, Eastern Texas and Southwestern Arkansas, that most people speak of them in the same connection, and as their prejudices impel them, say one or the other is to become the great city of the Southwest, off the seaboard and off the Mississippi. We do not consider them rivals for the trade of the section mentioned, nor do we believe that our enterprising and thrifty neighbor has any chance in the future to compete with us, if our citizens use their usual freedom in their contributions to proposed railroads.

Shreveport is situated upon Red River, at the foot of the great raft; Jefferson is situated on Cypress Bayou, a stream not wider than Texas street, made navigable by the damming up of Red River by the raft. Nature affords to the former, during the business season, navigation for large size boats; to the latter she only gives a temporary and artificial depth of water, at any season, which results from an accidental obstruction of the waters of Red River. Shreveport is upon the main bed of Red River, made after centuries of changes and fixed by ages of use. Jefferson is on a hill-side creek, swollen to the depth (but not the width) of a river by the back-water from the great shallow lakes on the west, that nature has provided as the safety reservoir of the accumulations of water made by the great raft. To Shreveport, nature, with her bounteous hand, gives navigable waters; to Jefferson, accident gives a precarious and unreliable egress into the world. Remove the great raft, and Shreveport will continue to hear the hideous hail of the steamboats; take it away, and all the hillside torrents that pour into Cypress Bayou will not enable even the smallest steam craft to startle our neighbor with the sound of its whistle. The fact is, one is on permanent navigable waters, and the other an interior town, without even the advantages of a reliable canal. Jefferson has sprung up like the mushroom since the war. Our city has steadily progressed towards maturity; like the oak, she has pushed her roots deep and far into the soil, and her body and branches have slowly grown upward into the purer air, to meet the brighter light to come.

If we are correct, then, "natural advantages" and steadiness of growth, indicate in favor of our city outstripping its neighbor in the race, wherein the prize is wealth, population and power. Should we be incorrect, we have no heart-burnings, for we have no desire to depreciate Jefferson, and trust we have a heart large enough and generous enough withal, to rejoice at her prosperity.... (DST 12/23/71)

71-85

We chronicle a marriage in Paradise, near Jefferson. Shreveport has no paradise near it. Far from it; a long ways off. [Jefferson Times.]

We acknowledge the soft impeachment. But then--"near Jefferson." Our neighbor forgets that with the Almighty a moment of time is as a thousand years, and one mile as a million. (DST 12/24/71)