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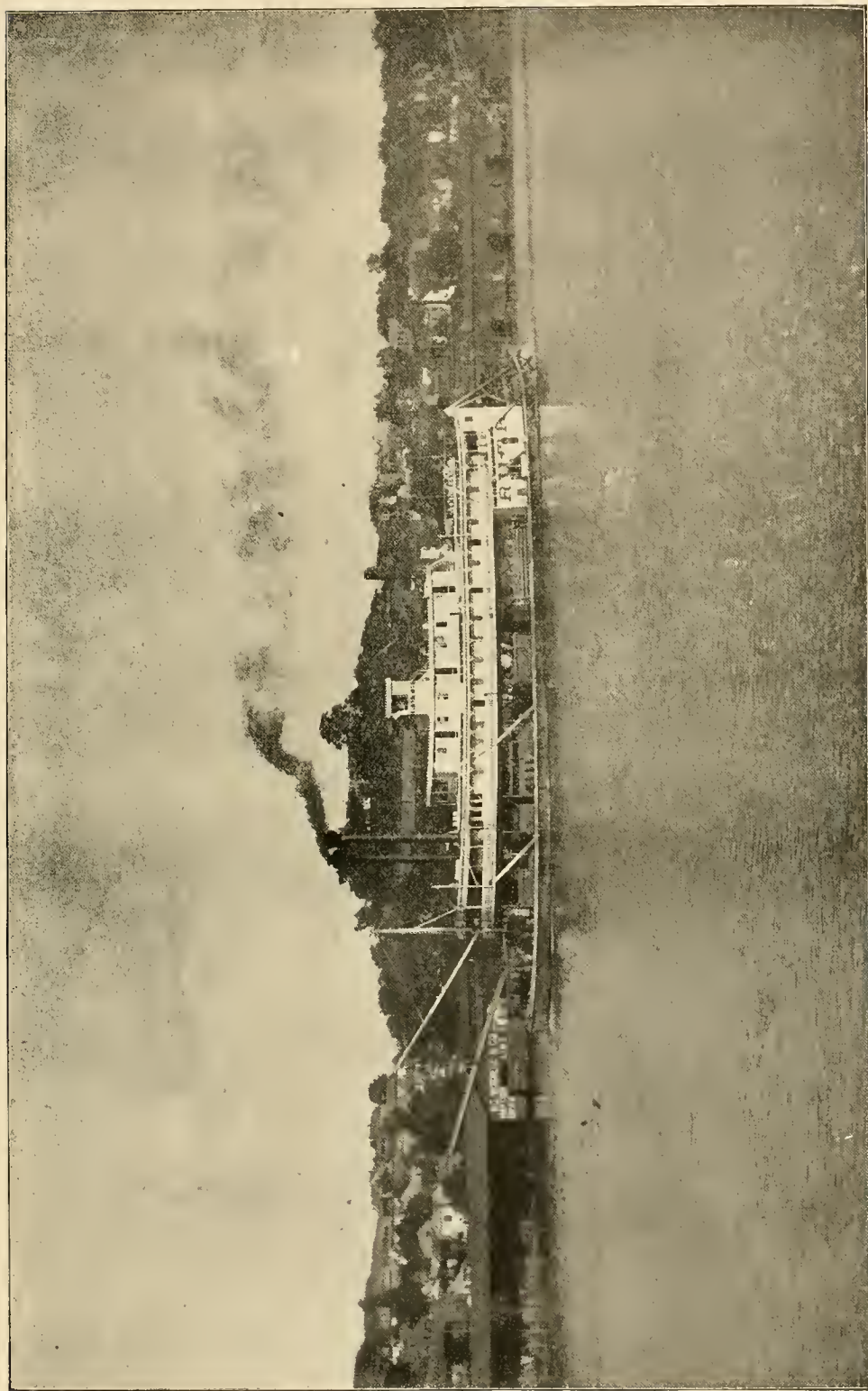
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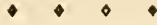
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Vicksburg, Miss.



STEAMER RUTH, MULHOLLAND LINE.

Picturesque Vicksburg.



*A Description of the Resources and Prospects of that City
and the Famous Yazoo Delta,*



Its Agricultural and Commercial Interests,



*To Which is Attached a Series of Sketches of
Representative Industries.*



PROFUSELY ILLUSTRATED.

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BY H. P. CHAPMAN AND J. F. BATTLE.



VICKSBURG, MISS.:
VICKSBURG PRINTING AND PUBLISHING CO.

1895.

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PREFACE.

Between the Mississippi River on the West, and the Yazoo River on the East, lies the famous Yazoo Delta, probably the most amazingly prolific body of land on the American Continent. Its confines include more than one-fourteenth of the State of Mississippi, stretching from Vicksburg to the borderland of Tennessee, and containing an area of over 7,000 square miles. In this region—a small empire in itself—is contained all the diversified elements which upon development are the factors of a prosperous community. Although since the recent improvement and perfection of the levee system, progress has been marvelously rapid, there are still hundreds of leagues of territory lying silent and tenantless, only awaiting the advent of the settler to be transferred into thriving and self-supporting homesteads. The wealth of commerce, agriculture, lumbering and fishing latently exists in untold measure. The virgin soil, the primeval forest, and the teeming lakes and rivers all possess undeveloped riches. Man alone in Mississippi is apparently the missing quantity, and his energy, industry and capital are the required elements in developing, what is the natural garden of the South, into one of the most flourishing and striking sections of the Union.

To give briefly and succinctly a sketch of Vicksburg and this New Wonderland—not aspiring to the pretensions of a history—is the object of this work, presenting besides a general review of its great advantages as a field for immigration, the latest authentic statistics of its present condition, and much new information of interest to both the resident, the tourist, and the settler.

To the many friends who have furnished pictures and valuable data the writers beg to return their heartiest thanks.

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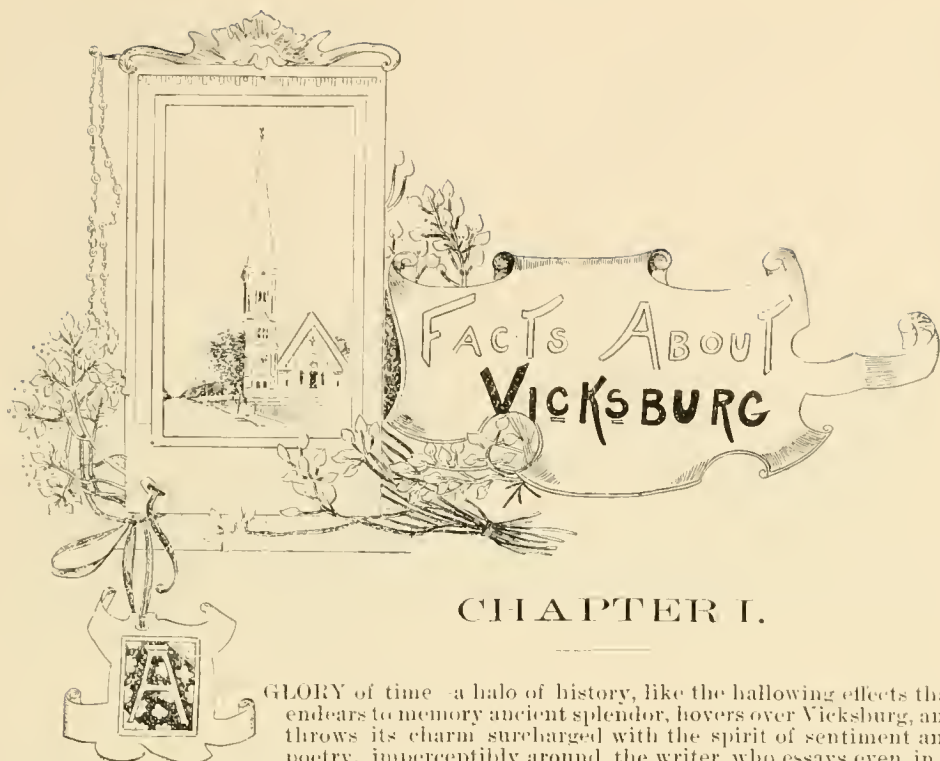
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CHAPTER I.

GLORY of time—a halo of history, like the hallowing effects that endears to memory ancient splendor, hovers over Vicksburg, and throws its charm surcharged with the spirit of sentiment and poetry, imperceptibly around the writer, who essays even in a feeble way to chronicle its past, or to prophesy its future greatness. A subtle power that springs from some mystic source, we know not where or how, carries the mind back to scenes, where the rich redundance of old time Southern magnificence have been glorified by genius. It is the South—the very words act like an incantation upon the imagination. It means at once a clime of bounty and beauty, the land of soft and fragrant airs, perpetual flowers and unfailling song-birds. It is the Mecca of the cultured voluptuary, and the asylum of the invalid. No experiences of age dispel the charm of her bright romance. The very soil around us is hallowed with the best and bravest of our countrymen.

Let us look back a little. With what strides the South has advanced to the position she now occupies. It is within three generations or a trifle more, that this was a land of which little was known, cut off from the whirl and bustle of the busy world, a community of savages by itself. Venturesome travelers of repute—DeSoto—the Chevalier De Tonti—La Salle—in search of new fields of adventure, visited this country and carried back to the old world, what seemed incredible tales of a wonderful land, whose fertile soil was unequalled, whose climate was invigorating, whose possibilities were illimitable, and whose destiny was to be the happy home of a thriving and contented people. But still the world was skeptical and the magnificent land lay fallow and unoccupied, excepting by its aboriginal owners, till a century or more later, through the impulsive restlessness that pervades the human race, its hidden wealth and wonderful resources were again brought to light and this time more generally made known. To-day, although, its settlement by whites may be said to have only commenced, and its resources are yet in an incipient state of development, there is no attempt made to deny, that there is no other country under the sun which can offer the great inducements the South can, to the over-crowded population of the East in quest of new homes, and health, and happy contentment. Here are thousands of acres of land for the landless—here are free homes for the homeless; here is a land great in extent, wonderful in climate, grand in its exuberant fertility, and sublime in its natural beauty. It is the land for the husbandman, for the merchant and manufacturer; for the hunter, for the lumberman, for the tourist—lacking nothing but capital, and industrious tillers of the soil to aid in working out its manifest destiny.

It was said of the Northern nobles who were sent to conquer Ireland, that they became so enchanted with the beauty of the green isle, the loveliness of the women, and



LOOKING NORTH FROM COURT HOUSE.

bravery of the men, that they become more Irish than the Irish themselves. So we think it will be with all who enter our Southern domain.

LOCATION AND EARLY HISTORY OF VICKSBURG.

If you come directly from the vast monotony of the great plains of the Northwest with their parched and arid appearance, and stand suddenly upon the massive bluffs that form the solid ramparts of the historical city of Vicksburg, you would gaze with a feeling of wonder and delight upon a scene, that if it cannot be couched in words, holds yet within it a charm that is a spell to the eye, and thrills the sense through every pleasure-giving fibre of the frame. Here from pinnacled cliffs, once pierced by the frowning engines of war, are seen the long and winding reaches of the lordly Mississippi, bearing by gently wooded islands and willow fringed shores, graceful steamers freighted with the commerce of a hundred industries. Almost it seems within a stone's throw, just beyond where a ridge of timber meets the horizon, lies the most southerly border of the Delta of the Yazoo—a region so unique in its character, so varied in its features, that it will be in the days unborn told of in song and story—a happy valley beyond that of Rasselas, for its portals will ever be open and the tide of life, in no stinted stream, flows through and enrich its border.

The earliest settlement in the vicinity of the present city of Vicksburg was made by the French, who had a military post, known as Fort Yasous, in the latter part of the seventeenth century. The garrison, a mere handful of men, perished in the insurrection of the Natchez Indians and their allies. One of the early Jesuit fathers, then voyaging down the river, landed here the day of the massacre, and was fired on by the Indians and seriously wounded.

Later on, the Spaniards built a fort just north of the present city limits, and commanding the river. This covered a large area but was of no great strength. It gave the locality the sobriquet of "Gibraltar," since applied to it with terrible reason, but then used in derision. Though tradition is silent on this subject, it is believed that a small population remained here after Spain withdrew her garrison and the country came under American dominion.

As "Walnut Hills," a translation of the Spanish "Nogales," it gained some pop-

ulation and became by degrees a rendezvous for the flatboats which in that early period brought grain and other products from the settlements on the Ohio river, but the county Court House was established at Warrenton, eight miles lower down the river, and it was not until 1826, that the beginning of the present city was laid out and a charter obtained. The founder, Rev. Newitt Vick, gave his name to the city that was to be. It was not surveyed into lots until after his death. There were already manifestations of rapid development, a considerable trade having sprung up with the interior. It is difficult to realize now in the age of railroads, that there could ever have been a day when cotton was hauled two hundred miles and more to Vicksburg, the wagons returning loaded with supplies of all kinds, but this was a common enough practice at the time.

After Vicksburg became the seat of the county government its development was rapid. Its merchants achieved wealth at an easy rate, its lawyers shone, a galaxy of talent and learning, at a period when the bar of Mississippi was famous throughout the South, and the names of Prentiss, Guion, the Yergers, Brooke and Marshall are engraved in ineffaceable lines in the history of the State. The town was a social centre for the planting aristocracy, and its sometimes stormy history was filled, nevertheless, with bright pages. Here the public school system gained its first foothold in the State, and none of the arts of peace were neglected, though the spirit of the people was essentially warlike, as became the descendants of pioneers who were, in many instances pioneers themselves. Numerous steamers plied the Mississippi and the Yazoo, bringing rich tribute to their home port. Annually an increasing area of the rich alluvial lands in Louisiana and the Yazoo-Mississippi delta was brought into cultivation, and development never proceeded with more rapid strides in any portion of the South than in this favored region up to the breaking out of the war. The call for volunteers to fight the battles of the Southern Confederacy was answered nowhere with greater alacrity than in Vicksburg, where the response almost literally robbed the cradle and the grave. Her soldiers won imperishable glory on many a bloody field and when the conflict ceased returned, with numbers thinned by warfare, to a ruined city, themselves ruined also.



LOOKING SOUTH FROM COURT HOUSE.

The present city of Vicksburg shows how faithfully and with what a spirit of determination they strove to efface the signs of warfare and to repair the injuries it had occasioned. The horrors of a long siege and a longer bombardment had done their worst here, and few towns that escaped utter destruction, suffered more severely than the Gibraltar of the Confederacy.

Another severe trial was yet in store for Vicksburg—the yellow fever epidemic of 1878. The love and charity of the nation was then poured upon its suffering people and men gave up their lives for their fellows as cheerfully as lives were ever offered for one's country. The grave of Lieut. Benner, one of these heroes, in the Vicksburg National Cemetery, where it is annually decorated with flowers, the tribute of a grateful people, is a tie that especially unites the people of the once opposing sections.

Under the efficient quarantine system yellow fever has not invaded the cities of the lower Mississippi valley in many years, and no further apprehension of its inroads is entertained.

The present city of Vicksburg bears scarcely more resemblance to the city of 1861, than did the latter to the primitive Walnut Hills. The old town extended southward a little further than what is now about its centre, the intersection of South and Cherry streets. The new covers an area of about two square miles, the city having grown to the south and eastward. The original limits were far larger, including many of the villages which now form the city's suburbs, but were contracted some twenty years ago, for political purposes it is stated. Of late years there has been a strong tendency to reverse this process and its accomplishment is only a question of time, so rapidly are the suburbs being built up. At present, from the city's northern limits to a point full three miles south, following the line of the bluffs and extending a mile inland, the buildings are closely set. There are few finer views than the one presented by Vicksburg from the river, whether seen by day, when its many fine buildings, crowning the lofty heights, are shown to especial advantage, or by night, when illuminated by innumerable lights it seems to rise out of the water at its feet.

It has many imposing structures, among which may be mentioned the county Court House, ante-dating the war and occupying a remarkably fine location; the Custom House,



VICKSBURG IN '59.

erected a few years since at a cost of \$100,000; St. Paul's Catholic Church, which also saw the perils of the siege; Christ Church, which has been described as a typical English church, with its ivy-mantled tower; Holy Trinity, a beautiful example of sacred architecture, with a spire 219 feet in height, notable also for its memorial windows in honor of the dead of both armies who perished in the siege; and the Jewish Synagogue, lately remodeled and improved at considerable outlay. The two leading hotels, the Carroll and the Piazza, are also fine buildings. Many handsome residences are also to be seen in all parts of the city, whose picturesque grounds and exteriors prove that good taste is as pre-eminent as ever in the Hill City. These same hills, whose outlines are so closely followed by the city, have been for two generations the despair of engineers, but the glory of lovers of the picturesque. The possibilities for ornamentation afforded by terraces have been improved to the utmost and the rich green turf of Bermuda grass, as seen in many lawns, is unrivaled in its beauty and effect, especially when supplemented by tropical plants, as bananas, palms and caladiums, very generally grown, even by the humblest inhabitants. A humid atmosphere and nine months' exemption from frosts suffice to clothe the most unpromising localities in living green, precipitous bluffs are hung with honey-suckles and luxuriance is the rule everywhere. The land of cotton is quite as emphatically the land of flowers, and nowhere are these seen in greater perfection than here. Roses in the open air at Christmas are no novelty and though they are more numerous in the spring and autumn than at other seasons they are plentiful at all times except in the dead of winter.

No one has ever accused the Southern people of a lack of admiration for the beautiful, but there has been a wide-spread belief that they are addicted to slipshod, easy-going methods, and that their belongings are apt to be rather comfortable than neat or entirely convenient. There are few traces of this vice or weakness in the city of Vicksburg, and especially will it be found that all the public institutions are up to the times.

The streets are fairly well paved with gravel and a vast mileage of sidewalks, generally of brick, cover nearly all parts of the city.

The Fire Department, a paid department, is so efficient that a total loss rarely occurs. It is based upon a superabundant water supply, delivered through mains which



reach the most isolated localities, under exceptionally heavy pressure, so heavy that except on the higher levels the two steam fire engines held in reserve are never called out. Ten additional fire-plugs are to be put in to afford further protection and the city now has under construction, at considerable expense, a fire alarm telegraph system, of the most approved type. Eighty-one arc lights illuminate the streets, which are patrolled by a police force of twenty men; hundreds of brick crossings have been laid within the past few years and all the improvements undertaken have been of the most substantial character.³ A serious drawback to the city has been its lack of transportation, partly supplied by numerous vehicles which are to be had at low rates, but an enterprising corporation now holds the franchise of an electric railroad system and negotiations now pending contain the assurance that at an early day this deficiency will be splendidly met and supplied.

The municipal buildings are distinctly inferior, being old and small, but other improvements have been considered more essential to the welfare of the community and the proposed City Hall has been postponed to a more convenient season.

In healthfulness, Vicksburg will compare favorably, it is believed, with any town of its population in the United States, since all available statistics justify the statement that the death rate of white inhabitants does not exceed 17 per thousand. This is due to the city's elevated situation and perfect drainage, and also to the absorbent nature of the soil, it appears. Consumption is rare, typhoid fever almost unknown—some physicians in large practice, covering a period of many years, say they have never seen a case—scarlet fever of rare occurrence and almost invariably of mild type—it is a fact that an epidemic of several hundred cases was fatal in only a single instance—and diphtheria, another scourge of northern climates, is also an exotic disease and has never acquired a foothold here or figured except to the most limited extent, in the mortuary reports. The diseases of this latitude are chiefly of a malarial nature and mild in type, yielding readily to prompt treatment. The longevity of the inhabitants is a feature worthy of remark and the same may be said of their mental and physical vigor, even into extreme old age.

COMMERCIAL RESOURCES AND ADVANTAGES.

Founders of cities have not always displayed good judgment in their selection of sites, but in the case of Vicksburg prescience could have done no more. The junction of the Mississippi and the Yazoo, the latter alone with its tributaries comprising 800 miles of navigable water, the first high land on the east bank of the Mississippi for over 400 miles, was meant by nature for a commercial centre. When to these advantages are added those afforded by the fertile territory surrounding the city, in easy reach by rail and river, destined for the home of a teeming population and probably able to sustain a greater number of inhabitants to the square mile than any of the most thickly peopled portions of Europe, it will be seen that Vicksburg lacks none of the attributes of potential greatness. Memphis is more than 400 miles distant by river and 220 by rail. New Orleans is about equally distant to the southward, while Shreveport on the west and Meridian on the east are too far away to be considered rivals. The natural development of the surrounding country which finds the city its most convenient business point will inevitably make it a great city, even if its inhabitants were content to sit with folded hands and await such slow processes. River competing with railroad routes reduce transportation to the minimum of cost and make the city one of the best markets in the entire coun-



* See City Government, Part II, for details of municipal reform.

try. The trade in Western produce, as a natural consequence of low freights, covers a remarkably extensive territory, Vicksburg being the most important centre for its distribution in the State and supplying an increasing demand, not only in Mississippi but in Louisiana, Alabama and even Georgia. The leading houses in this branch of commerce have warehouses fronting on both railroads and on the Yazoo river canal, so that the cost of reshipping is reduced to a trifle.

The extent of the city's commerce is best attested by its banking and commercial institutions. If the banks of a city are strong then the community prospers, and the great arteries of commerce are filled with the throbbing life blood of active business, but woe betide the community whose banks are weak and unwisely managed—speculation is there rife, and sooner or later disaster surely comes.

The banks of the City of Vicksburg are the bulkheads of its ship of prosperity. They are officered and managed by men of capacity, integrity and wisdom, and with a combined capital and surplus of five hundred and eighty thousand dollars and deposits aggregating one million, one hundred thousand dollars, they ever stand ready to advance the best interests of the city.

When the shock of the panic of 1893 (the rumblings of whose thunder had been heard in the distant communities for some time before its first tremor was felt in Vicksburg), struck the city, the banks were found equal to the emergency, and turning a common and united front to a common foe, they were unassailable, and so great was the confidence they had inspired in the public mind, they were unassailed.

The condensed statement of the combined banks of the city at the last call of the Comptroller of the Currency and the Auditor of State, is herewith appended and needs no further commendation.

RESOURCES.

	Loans	Bonds	Real Estate	Expense	Cash and Exchange	Total.
Vicksburg Bank.....	\$167,531 30	\$ 57,000 00	\$ 30,991 59	\$1,255 21	\$163,526 68	\$420,304 78
First National Bank.....	214,290 52	43,456 25	4,000 00	.....	53,530 01	315,276 78
Merchants National Bank	215,866 88	88,493 61	17,921 88	.....	201,673 19	523,955 56
Delta Trust & Banking Co.	173,402 27	9,076 24	46,361 39	290 27	74,704 86	303,835 33
Peoples Savings Bank.....	147,845 80	14,473 16	6,328 32	1,479 35	17,934 11	188,060 74
TOTAL.....	\$918,936 67	\$212,499 76	\$105,603 08	\$3,024 83	\$508,368 85	1751,433 19

LIABILITIES.

	Capital Stock	Surplus.	Undi- vided Profits.	Deposits	Circula- tion.	Total.
Vicksburg Bank.....	\$ 75,000 00	\$.....	\$ 2,173 96	\$ 343,130 82	\$.....	\$420,304 78
First National Bank.....	100,000 00	20,000 00	4,038 25	157,838 53	33,400 00	315,276 78
Merchants Nat'n'l Bank	100,000 00	100,000 00	6,891 40	294,564 16	22,500 00	523,955 56
Delta Trust & B'king Co.	100,000 00	25,000 00	19,517 75	159,317 58	.....	303,835 33
Peoples Savings Bank....	50,000 00	10,000 00	7,606 19	120,454 55	.....	188,060 74
TOTAL.....	\$425,000 00	\$155,000 00	\$40,227 55	\$1075,305 54	\$55,900 00	1751,433 19

With such a showing, of which our people are justly proud, it will be seen that ample capital is at hand to supply the needs of a growing community.

Scarcely less important than the banks and perhaps more so in some respects, since they have been the means of promoting thrift and of enabling the place to be a city of home-owners, are the Building and Loan Associations. Of these the Vicksburg Building Association, the oldest in the State, is the most important. Its semi-annual report for the six months ending June 30, 1895, shows resources amounting to \$391,443.28, with loans of \$340,000.00. The thirty-fifth series opened July 1st, 1895. It has matured and paid in full fifteen series. The sixteenth series matured August 1st, 1895, and payments are being made on same. It has paid over \$1,000,000 on matured and cancelled stock since the organization of Association, and has built in Vicksburg not less than 1,000 homes, including the Piazza Hotel and the finest club house in the city.

The Citizens' Building and Loan Association, an institution for the benefit of both white and colored borrowers, has loans outstanding of \$90,000, with 1,250 shares in opera-

tion. It began its nineteenth series last April and has had a prosperous career since its organization, in 1886.

The Mutual Building Association is another thriving concern, newly organized with local backing, and in the field to stay.

The Mississippi Home Insurance Company, founded in 1883, has a capital of \$100,000. Its business career has been one of the greatest prosperity.

The Vicksburg Cotton Exchange, an old and powerful organization, occupies a handsome building on Crawford street. It receives all the cotton market reports during the season, or from September 1st to June 1st. Its handsome quarters are the property of the Exchange, having been purchased and adapted to its uses a number of years ago.

The Board of Trade, re-organized in 1894, has for its president the venerable Mr. Louis Hoffman, one of the oldest merchants in the city, whose energy finds a congenial occupation in directing the operations of this active young organization. The membership, which is large, is also influential, comprising the leading business men, and from its



THE COURT HOUSE, LOOKING WEST.

foundation the board has proven a powerful agency for promoting the city's welfare. The board holds semi-monthly meetings, in the rooms of the Vicksburg Building Association.

The German-American Immigration Association is the youngest of the organizations having in charge the general welfare of the community. As its name denotes, it is devoted to the encouragement of immigration, particularly of German citizens, from the Northwest. It has a membership of about one hundred persons, business and professional men. Its officers are: President, B. W. Griffith, who is also President of the First National Bank; Vice-President, Capt. E. C. Carroll, also prominent in local banking circles and President of the Vicksburg Hotel Company; Treasurer, R. L. Crook, the head of one of the largest produce houses in the city. The directors are also of prominence in the city's commerce.

The annual amount of Vicksburg's trade may be best estimated by isolated items, in the absence of exact statistics in several important branches. Its cotton receipts, mean-

ing cotton actually compressed here, average 70,000 bales. It handles 100,000 tons of coal annually, exclusive of the quantity consumed by the railroads, of which a large proportion is used by local factories of various kinds. The exchange bought and sold by its banks foots up a total of nearly \$40,000,000. The annual sales of grain, meats and western produce have been estimated at 10,000,000 pounds of salt meats and bacon, 4,000,000 bushels of corn and oats, and 200,000 barrels of cornmeal and 100,000 barrels of flour. These totals have not diminished in any marked degree, despite the latterly immense production of corn and meat in this territory, which would sufficiently indicate, if the fact was not otherwise known, that the city's trade with inland towns is increasing at a handsome rate.

Three large wholesale hardware houses compete for the trade of this section, and on equal terms, with the largest firms in St. Louis, New Orleans and other commercial centres, and all report a growing trade, a fact attested by increased receipts and shipments.

The Standard Oil Company has its principal depot here, supplying a large territory; and the Armour Packing Company is similarly provided for and distributes immense quantities of its products from this base of operations.

Among the facilities for transacting a large business, lines of intelligence are worthy of special mention. Vicksburg has communication with the outside world through the Western Union and the Postal Telegraph lines, while still more important, from a local point of view, are the lines of the Great Southern Telephone Company, centering here, which connect it with all points along the Mississippi River as far as Gunnison, in the Delta; and with points eastward or inland as far as Brandon. The lines radiating from Vicksburg comprise more than 200 miles of wire. The Vicksburg lines alone have 300 subscribers and employ five operators and two linemen.

Two hotels with all the modern comforts now supply what was prior to their erection one of the city's most crying deficiencies. "The best hotels in the State," is now the verdict of the traveling public on these elegant caravansaries and visitors who come once never fail to come again. The Carroll, the largest of these hotels, is one of the handsomest buildings in the South. A complete description of the hotel and its attractions for the traveler will be found on another page. The Hotel Piazza is also a fine building and well kept. It contains 108 rooms and cost \$100,000. In addition to these there is the Trowbridge House and the Washington Hotel, probably the two oldest hostels in the city, both ante-dating the siege by many years. Up till '70 the latter was presided over by the one-time celebrated General McMackin, of whom it was said there was no finer host in the country. Vicksburg is also well supplied with boarding houses—boarding houses only in name, for at their table is to be found all the comforts and little luxuries of home life.



THE BODLEY MONUMENT.

TRANSPORTATION.

Vicksburg's facilities for handling freight could scarcely be excelled in any particular. The Alabama & Vicksburg and the Yazoo and Mississippi Valley Railroads cross each other within the city limits, the former giving access to points in North Louisiana and westward, and to the interior towns of Mississippi and Alabama; the latter affording transportation to the numerous towns and plantations of the delta by its multiplied branches and to the southward by its main line and its Natchez & Jackson division. Ample switches reach every large warehouse, the cotton presses, etc., and in respect to the rapidity and convenience of handling freight leaves nothing to be desired.

Vicksburg, however, is emphatically a river town and though river lines now find powerful rivals in the railroads it still boasts the largest fleet of river craft south of St. Louis. These ply the Mississippi, the Yazoo and its tributaries in every direction and bring rich tribute to the city, besides supporting a numerous class of employes.

The following is a list of the boats operating in and out of Vicksburg:

ANCHOR LINE.

	Tonnage.	
STEAMER CITY OF CAIRO.....	1,500	
" CITY OF MONROE.....	1,500	
" CITY OF ST. LOUIS.....	2,000	
" CITY OF NEW ORLEANS.....	2,000	
" CITY OF HICKMAN.....	1,700	
" CITY OF ARKANSAS.....	1,500	
" BELLE MEMPHIS.....	1,300	10,000

P. LINE. (YAZOO & TALLAHATCHIE TRANSPORTATION COMPANY.)

STEAMER BLANKS CORNWELL.....	500	
" BIRDIE BAILEY.....	125	
" HIBERNIA.....	400	
" JOHN F. ALLEN.....	400	
" FIFTEEN.....	200	1,625

MULHOLLAND LINE.

STEAMER RUTH.....	500	
" ANNIE LAURIE.....	250	750

VICKSBURG & NATCHEZ PACKET COMPANY.

STEAMER CHARLES D. SHAW.....	300	
" ST. JOSEPH.....	600	900

NEW ORLEANS, VICKSBURG & BENDS PACKETS.

STEAMER T. P. LEATHERS.....	800	
" PARGOUD.....	1,200	2,000

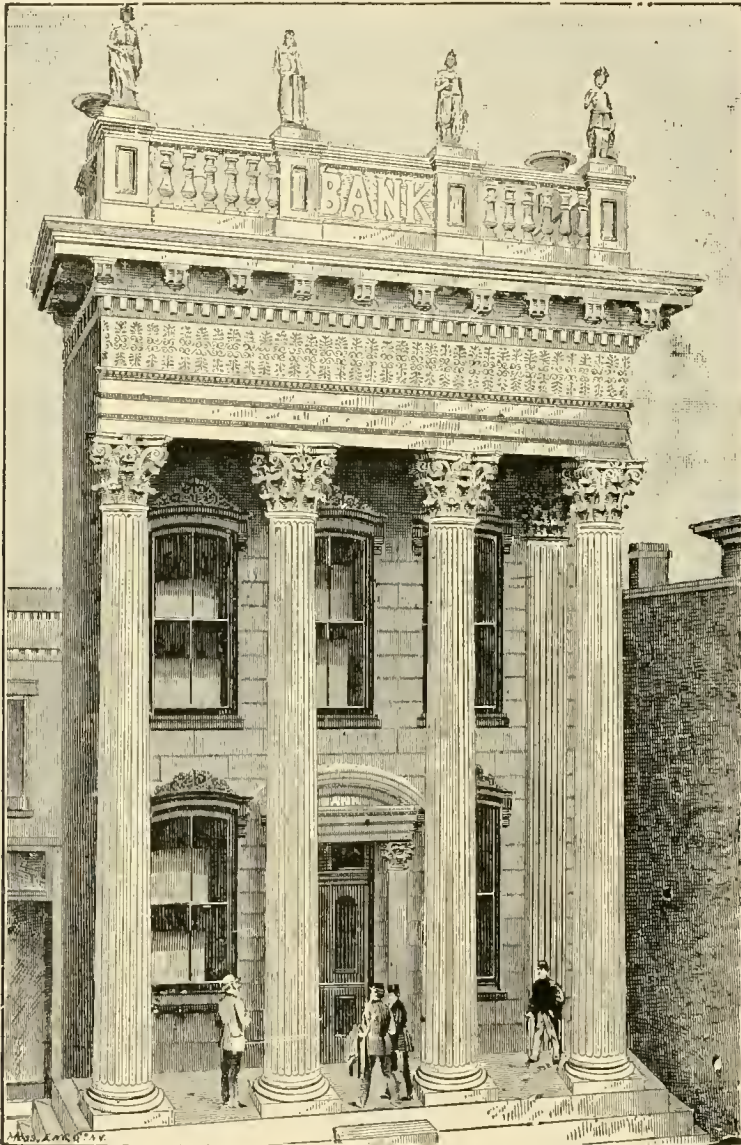
CINCINNATI & NEW ORLEANS PACKET COMPANY.

STEAMER NEW SOUTH.....	1,200	
" STATE OF KANSAS.....	1,200	
" JOHN K. SPEED.....	1,400	3,800

VICKSBURG & DAYS BEND PACKET.

STEAMER CROWS POINT.....	300	300
TOTAL TONNAGE.....		19,375

The completion of the Yazoo River canal will be of immense advantage to the city's river commerce, since it will render the entire city front, on which are situated nearly all the large warehouses, the Planters' Compress and the Anchor Line Elevator, accessible at all seasons of the year. At present, however, these are reached by the largest steamers when the river is at or above 16 feet on the gauge, which is usually the case when shipments and receipts are at their maximum point. At such seasons the city's water front presents a most animated scene, for the receipts by steamer are immense and steamers are almost constantly receiving or discharging cargoes. The Anchor Line boats alone handle three hundred to four hundred tons per boat for this place, chiefly grain and provisions



COTTON EXCHANGE.

from the West and manufactured goods, while the local fleet is busy in discharging cargoes of cotton and of cotton seed and in receiving return shipments of all kinds.

The Anchor Line elevator can store, and frequently does, 1,000 tons of freight, and, since steamers discharge at its western doors while cars are loaded for reshipment under its eastern eaves, the entire building can be emptied in twelve hours. In time of low water the Vicksburg Wharf & Land Company's wharfboat, then moored at Kleinston, handles all river freights. At higher stages this boat is moored at the city landing, where steamers discharge across her decks.

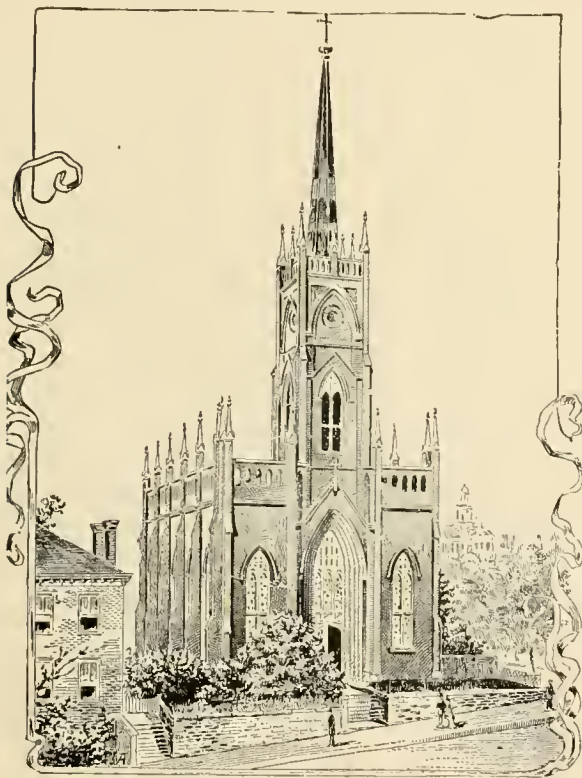
The Transfer Company, whose powerful steamer ferries across the Mississippi river all trains on the Queen & Crescent route (Alabama & Vicksburg and Vicksburg, Shreveport & Pacific Railroads) is also an important factor in handling freights.

MANUFACTURES AND INDUSTRIES.

Ten years ago the then Louisville, New Orleans & Texas Railroad, now the Yazoo & Mississippi Valley, offered to locate its principal shops in Vicksburg, in consideration of \$100,000 in city five per cent. bonds and the grant of certain tracts of land. The desired bonus was granted by a large popular majority and the result was the erection of the present magnificent plant, which employs more mechanics and laborers than any other single establishment in the city, the force varying from 350 to 500 persons, according to the requirements of the road's traffic. The shops, which are in the western part of the city, cover a large portion of the railroad yard, which extends from Depot street on the north half a mile, and are with two or three unimportant exceptions, built of pressed brick. They comprise all the buildings, machinery, etc., necessary to the repairing of railroad rolling stock, including a fine planing-mill of large capacity. The invested capital is about \$300,000, not including material. The monthly payroll of this force is a very considerable addition to the city's cash receipts and is much increased by the large sum paid out here to engineers, firemen, etc., this being the re-laying point between Memphis and New Orleans.

The manufacture of cotton-seed into oil, oil cake, etc., probably gives employment, directly and indirectly, to a larger number of laborers than any other productive industry, although the three large mills now operated here make the fullest use of labor-saving machinery. The oldest mill here, the Refuge, a very complete establishment, is situated on the river bank, just below the city's southern suburbs, and is connected with the Yazoo & Mississippi Valley Railroad by a switch. Its shipping facilities are unsurpassed and it handles an immense quantity of seed at remarkably small expense.

The Hill City, formerly the Warren Oil Mill, is situated on North Washington street, in the heart of the city, and though inconveniently located, is a very



St. PAUL'S CHURCH.

successful mill.

The Vicksburg Oil Mill, occupying extensive grounds at the corner of Depot and Levee streets, between the tracks of both railroads and on the bank of the Yazoo river canal, is probably the largest mill between New Orleans and Memphis, having had its capacity doubled during the present season. Its crushing capacity is stated at 200 tons

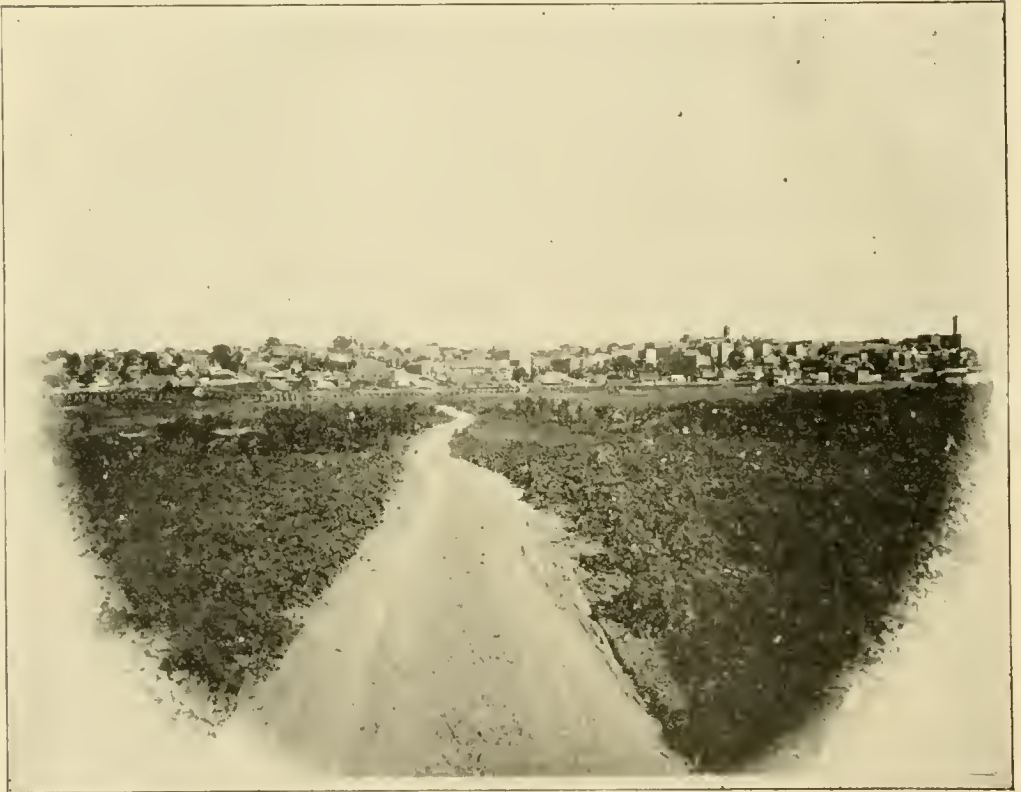
daily. The owners, Lever Brothers, limited, of London, England, besides doubling the capacity of the plant, have erected a brick warehouse, 70x200 feet, this season.

The united crushing capacity of these mills is about 300 tons daily. The crushing period extends from ten to eleven months, according to the supply of the raw material. The product is chiefly shipped to Europe, though a considerable proportion of the oil-cake and nearly all the hulls not burned under the boilers is fed to cattle in the vicinity of the city. The industry gives employment to 350 persons and indirectly to many more.

The two compresses of the Vicksburg Cotton Press Association are worthy of mention among the city's industries, since they employ a large force, some 150 persons during the cotton season. The Vicksburg, on Depot street, and the Planters', on the canal, are each large structures of the best type, being built according to the strictest requirements of the insurance companies. They are protected against fire by a complete system of fire-plugs and hose and their laborers are an organized band of firemen, on occasion.

The manufacture of lumber has been an important industry in Vicksburg for many years, but chiefly to supply the large local demand and that of the plantations adjacent until a period comparatively recent, when the increased inquiry for hard-wood lumber resulted in decidedly stimulating the industry. The erection of three large mills, all located on Lake Centennial, speedily followed, and large shipments of oak, ash and cottonwood were made to the Northern markets. The local demand continued to be active and large quantities of cypress and cottonwood were cut for home consumption, in addition to the output for shipment abroad. Five mills were in operation simultaneously. The general depression in the lumber trade, while not so severely felt here as elsewhere, materially curtailed shipments, but at present the industry is in a healthy condition and the mills are meeting an increasing demand from Northern and Western buyers. The mills in operation are owned by the Curphey-Woolen Lumber Company and the Spengler Manufacturing Company. The Straight Company's mill is not in operation at present.

The Spengler Company has recently built a large planing-mill and sash and blind



VIEW FROM THE ISLAND.

factory, which will be put in operation during the present season, it is reported. The firm of Curphey & Mundy, manufacturers of sash, doors and blinds, also devote much attention to the making of office furniture to order and are large building contractors. Considerable stocks of lumber of all kinds, including yellow pine, are carried here. The Spengler Company has a large mill at Forest, in the heart of the yellow pine belt.

In the mills and factories here some 150 hands are employed. The supply of timber which may be floated to the mill-side is practically unlimited, including not only white and other varieties of oak but several kinds of ash, besides poplar, hickory, cottonwood, gum and cypress. Walnut is in good supply also. The city draws the most of its logs from Yazoo river and its tributaries, but Arkansas and North Louisiana are also readily available sources. Bohmer Brothers are cutting large quantities of ash and poplar in the north-



ANCHOR LINE LOADING.

ern part of Warren County, all for shipment North, but none of this valuable timber is being cut in the neighborhood of the city.

The lumber trade is one of the industries which will derive especial advantages from the opening of the Yazoo River canal, which will tend to facilitate the floating of logs from the Yazoo and its tributaries to the mills, and will besides give the mill men the use of a large body of water, Old River, through which the Yazoo will flow into the canal, to accumulate rafts of timber in.

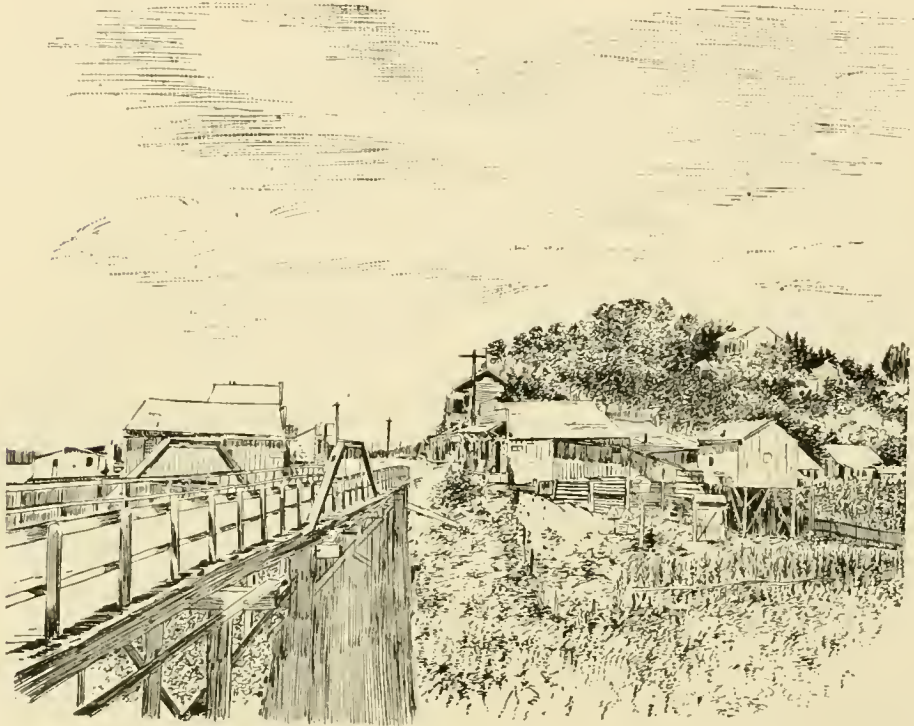
In connection with this industry it is worthy of note that wood-working establishments are few, while the demand for their finished products in this section is extremely large. A brilliant opportunity awaits the practical manufacturer of spokes and felloes here, while such an opening for the manufacture of cheap furniture is rarely to be found, even in the South. Much timber now rejected by the mills would be available in the making of such furniture.

The manufacture of pressed and of ordinary brick engages the attention of three con-

siderable firms: John Beck, J. D. Tanner and T. S. Gregory, whose yards are all located in the southern suburbs. Besides supplying, almost entirely, the local demand, these firms ship considerable quantities of their output, especially to points along the river. The brick is of superior quality and finish, as may be seen in the handsome building of the B. B. Literary Association. This industry, when in full operation during the manufacturing season, employs some two hundred laborers.

The building trades in the city are represented by numerous contractors, of whom several are firms of considerable means. The brick manufacturers are among these, as are the lumber firms of Curpley & Mundy and the Spengler Company.

One of the finest plants in the State and the largest of its kind is that of the Vicks-



BAYOU BRIDGE.

burg Ice Company, on Levee street. Its output of fifty tons daily supplies the city demand, with a surplus for steamers plying to and from this port and for shipment to adjacent points on the rivers and railroads. Since this establishment was set in operation natural ice has been entirely shut out of this market. The product is of the highest standard of purity, being made exclusively from distilled water.

Light, without which civilized communities could scarcely exist, is supplied at reasonable rates, for both public and private uses, by two considerable plants. The Vicksburg Gaslight Company, whose works are under lease to the United Gas & Improvement Company, of Philadelphia, has a plant representing an investment of \$125,000, located on North Washington street. Its mains, thirteen miles in extent, cover all the principal streets of the city. The works and its lines are kept in thorough order and give employment to eight men, besides a large force of laborers on the mains.

The Vicksburg Electric Light Company, whose works are situated on the Alabama & Vicksburg Railroad, near Cherry street, is a strong corporation, now enjoying a lucrative contract for lighting the city, under which it is to supply eighty-one lights for five years.

It has also a large business with private consumers and its 225 horse-power is fully employed.

Two boiler-making and repair shops, one of which has built several of the largest batteries in the city; several machine shops and a large tin and sheet-iron works—that of J. J. Mulligan—give employment to many hands.

The manufacture of fine clothing, boots and shoes, all of the class known as custom-work, also employs many expert workmen.

Three firms, W. E. Beck & Co., The Hill City and the Mississippi Bottling Works, are engaged in the manufacture of soda and mineral waters and supply the city, besides a large shipping demand.

A broom factory, recently started by Western men, is selling a considerable output. Many lesser industries, employing a few men each, are omitted from this category.

A match factory, the only one in the South, will be put in operation this season, the buildings having been just completed, at South Vicksburg, a station on the Valley route, six miles south of this city. Its owners are Chicago capitalists, who have ample means and will employ from 100 to 150 hands. The matches will be manufactured from cotton-wood timber.

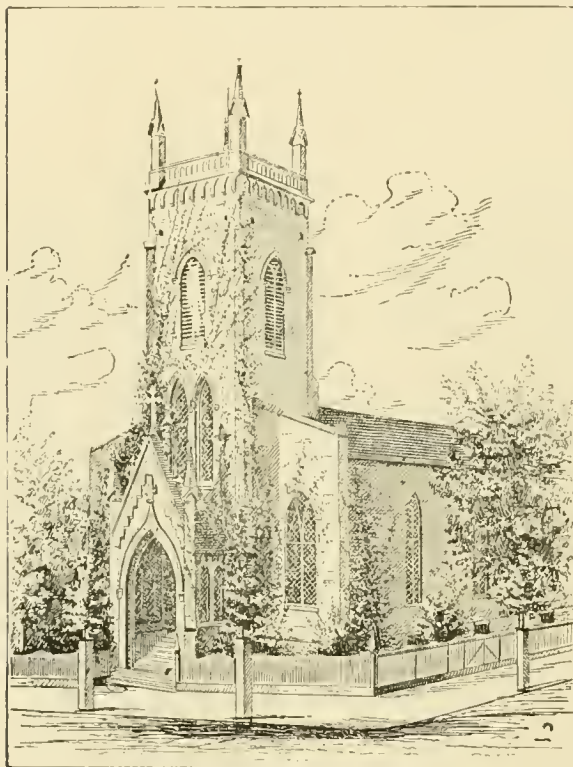
Labor being both abundant and cheap in Vicksburg the city presents an especially favorable opening for factories of all kinds. The supply of fuel is also obtainable at very low rates, through the competition of the Pittsburg and the Alabama mines. Good steam coal may be had at \$2.10 per ton, perhaps lower in round lots. A visit to the city would suffice to convince any practical manufacturer that many articles, now supplied the Southern market by Northern factories, could be produced here at less cost and sold at a larger profit than in the Atlantic or central manufacturing states.



FROM NEW SCHOOL HOUSE LOOKING SOUTH.

WARREN COUNTY.

The County of Warren, of which Vicksburg is the capital and the only place of importance, lies in latitude $32^{\circ} 30'$, between the Mississippi & Big Black rivers and at the southern extremity of the Yazoo-Mississippi Delta, a part of which is comprised within its boundaries. It includes several islands in the Mississippi river, of which the most important is Davis' Bend, and is divided into two portions by the Yazoo river. Its topography is of the most varied character, including large areas of the richest alluvial lands in the Mississippi, Yazoo and Big Black bottoms and a still larger territory of uplands, also of great fertility. The natural timber is almost exclusively hard-wood and is very dense. The high-



CHRIST CHURCH.

lands attain their greatest altitude near the Yazoo and Mississippi rivers and slope towards the Big Black, which is the eastern boundary of the county. Barely one-eighth of the total area is in cultivation or even cleared, though a very small proportion is insusceptible of cultivation. Geologically the greater part of the county belongs to what is known as the loess formation, the hills being composed almost exclusively of immensely thick deposits of this kind of soil, resting upon a soft sandstone or limestone of marine formation. The loess is a fine yellow loam, containing all the elements of fertility, so that it may be considered inexhaustible in this respect.

The county has 33,000 inhabitants (census of 1890), of whom the greater number reside in the city and suburbs of Vicksburg, so that from the standpoint of an agriculturist it is thinly peopled. The tendency of the negro population to desert the uplands for the bottoms, the country for the towns, has been conspicuous in the past, but at present the process is measurably complete.

As might be expected, since the county is the watershed between three rivers, the country is well watered, abounding in streams large and small.

The climate is mild and equable, free from extremes of heat and cold, and in summer the nights are made pleasant by the gulf breeze. The temperature ranges from 20 to 98 degrees Fahrenheit. Reports, taken by the United States Weather Bureau, show the following averages for the last twenty-three years:

January, 47.6; February, 52.9; March, 58.1; April, 66; May, 72.8; June, 79.2; July, 81.6; August, 80.1; September, 75; October, 66; November, 55; December, 51.

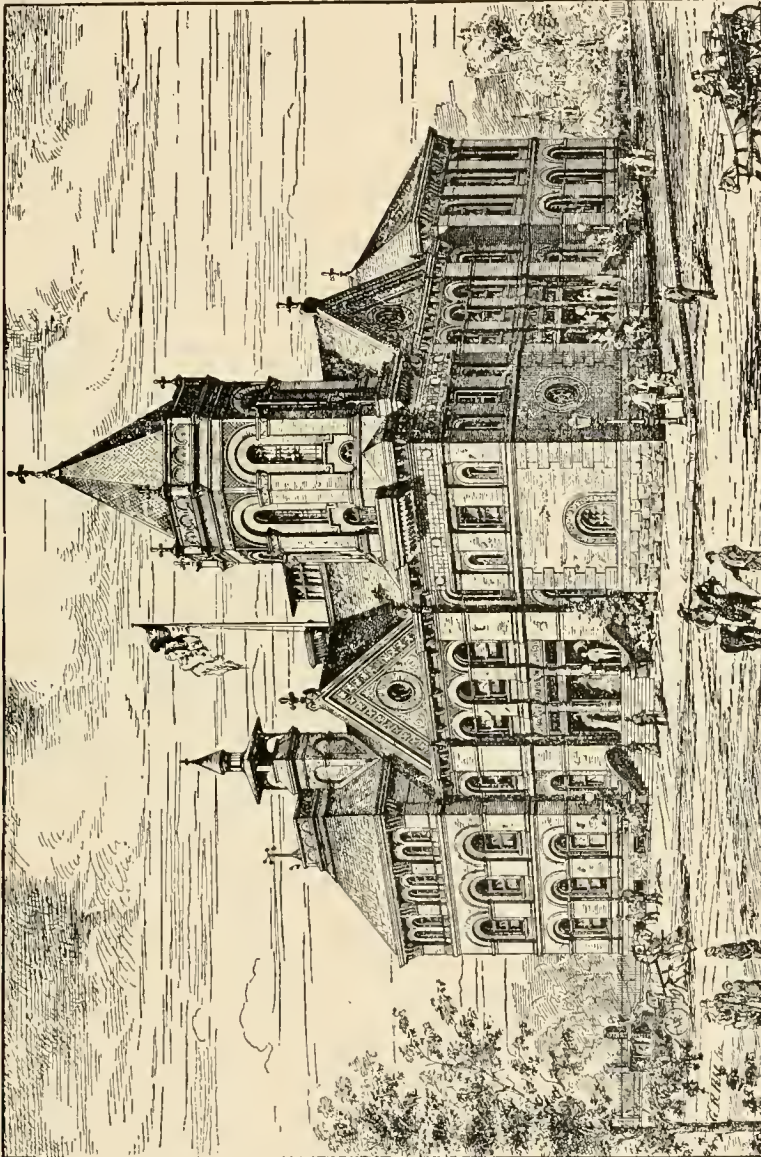
In the last twenty-three years we have had only two months without rainfall, the records showing the following average total precipitation in inches:

January, 5.51; February, 4.49; March, 6.47; April, 6.06; May, 5.03; June, 4.29; July, 4.56; August, 3.50; September, 3.63; October, 2.66; November, 4.94; December, 5.09.

The following table shows the average mean relative humidity for the last fourteen years:

January, 74, February, 71; March, 66. April, 68; May, 71; June, 77; August, 77; September, 75; October, 73; November, 71, December, 72.

This demonstrates there is an absolute freedom from the destructive droughts of the



VICKSBURG POSTOFFICE.

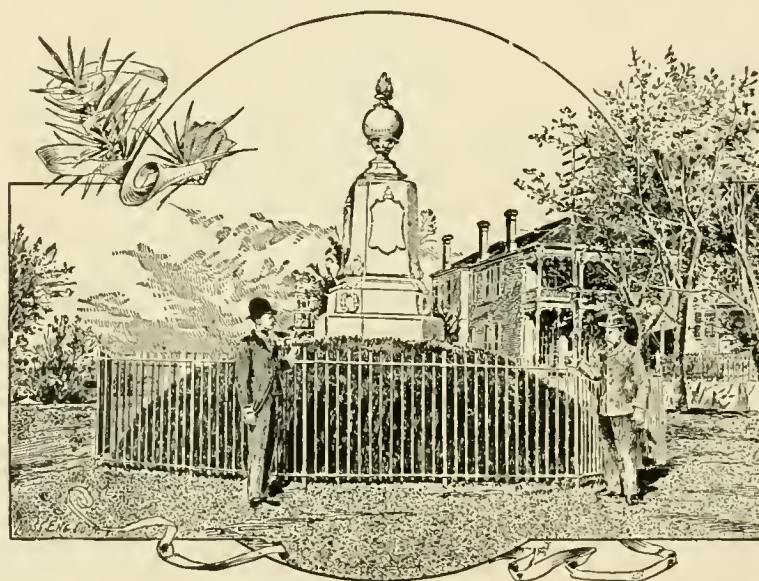
Northern latitude. Sunstroke is also rare and never fatal, except when complicated by intemperate habits.

The county being bordered or traversed by three navigable streams and pierced by two railroads may be said to enjoy the maximum of facilities of transportation.

AGRICULTURAL PRODUCTIONS.

The principal crop of the county, as elsewhere in the cotton belt, is in the fleecy staple, but diversified agriculture always had its stronghold in the uplands of the State and of late years there has been a steadily increasing tendency towards abandoning the "all cotton" practice of the past generation and reverting to the wholesome methods of the early settlers, who grew everything at home and made their cotton a surplus crop. This accounts for the attention now paid to the hay crop, to the cultivation of corn, of which the county will unquestionably have a surplus this season; and for the increased acreage devoted to dairying—an important industry near the city. Truck-farming has also been pursued with success, though so far only to supply the home demand—necessarily very large—and orcharding is also growing in importance. Shipments of fruit and vegetables to Northern markets have not been made, however, except on a small scale, (although the railroads extend every facility to growers) because a greater profit may be derived from supplying the home market.

The principal field crops are cotton, corn, field peas, millet, sorghum and Louisiana sugar-cane. In this latitude the hay crop is chiefly derived from Bermuda grass, which takes the place of blue-grass but grows more luxuriantly and produces several crops in a season. It also affords fine pasturage. The area sufficient to feed a steer is very small. A



THE LOUISIANA MONUMENT.

dairyman near the city has 21 head of cows on 18 acres of land and finds the pasturage superabundant. Both red and white clover have become practically indigenous plants, growing along the roadsides and in almost every pasture, but neither is cultivated as a crop. The soil never grows "clover-sick" and a fair crop appears annually on fields that have not been plowed in twenty years. Of late much care has been devoted to horse and cattle breeding; the native stock has been improved by judicious crosses and grade Jerseys are to be seen everywhere.

Besides the crops mentioned rice, wheat, oats and tobacco have been successfully grown but never on a large scale.

The fruits are peaches, apples, pears, apricots, figs, plums—especially the Japanese varieties—grapes—the American hybrids being exceptionally well adapted to the climate—and all the small fruits except cherries and currants, which have never been tested. The fig is a crop that never fails and which is enormously profitable in the vicinity of canneries. The customary price for the fresh fruit is from 3 to 5 cents per pound, or from \$2.40 to \$4.00 per bushel.

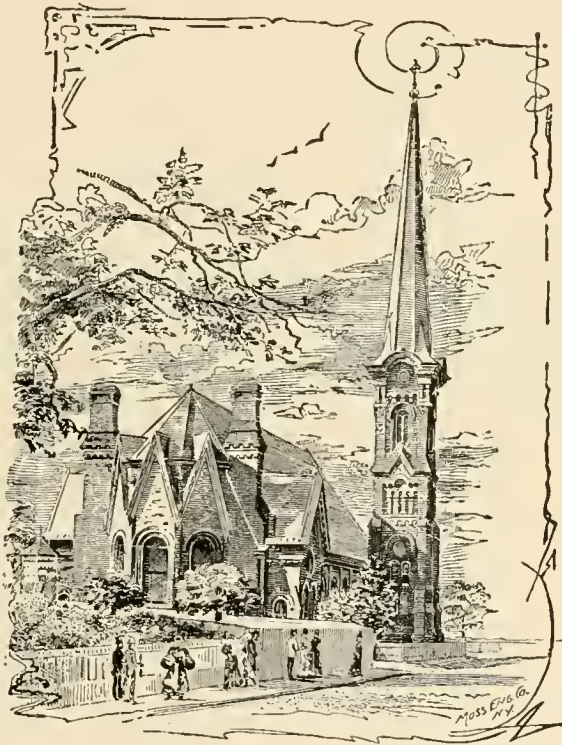
Land may be had at from \$3.00 to \$10.00 per acre, according to location and improvements. Well improved plantations are offered as low as \$7.00 to \$9.00 per acre.

The county is now making considerable expenditures for the improvement of its

roads, employing all its convict force for that purpose. It has also expended more than \$40,000 in building iron and steel bridges. Two of these span Big Black and cost about \$14,000 each, and with their approaches much more.

LABOR.

Among all the varied interests of a community, none is of greater importance than labor. It is the soul of prosperity, and the very pulse of development. If labor is plentiful, and tractable, and can be had at a fair rate of compensation, industries grow and flourish, but without such labor, commerce lags behind, and enterprise is nipped in the bud. When we figure up the expense of strikes and riots, the cost of enforced idleness, the curse of confidence shaken and ruined, of capital withdrawn and withheld, of projects prevented and abandoned—temporarily or permanently—which all figure in the his-



HOLY TRINITY CHURCH.

tory of labor in the North, we certainly cannot but be convinced that the employer and the capitalist there generally suffer a very serious drawback.

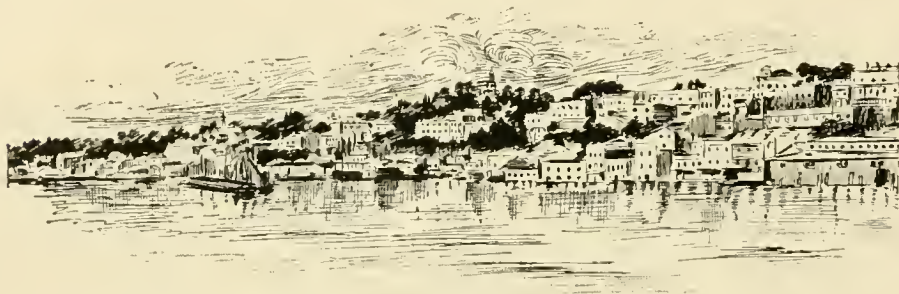
No such condition of affairs exist in the South, for Southern labor differs from Northern labor in as many respects as the climate does. It is docile and obedient, where the latter is headstrong and oftentimes unmanageable. In common with the rest of the South, negro labor is almost the only kind employed in Mississippi. It is cheap and plentiful, the usual rate of wages for farm hands being from \$10.00 to \$15.00 per month. If the employer furnishes a house and place for a vegetable garden he can secure all the labor he needs for \$8.00 or \$12.00 per month. While the ordinary negro laborer of the South is not as intelligent or energetic as the white laborer of the North, he is yet a good workman; works from sunrise to sunset through the whole year and boards himself. He is a part and parcel of the climate. The burning heat of a summer's sun only awakens in him a higher sense of enjoyment. He is easily managed and easily pleased.

The negro rarely seeks a higher aim in life than a modest living. His earnings are

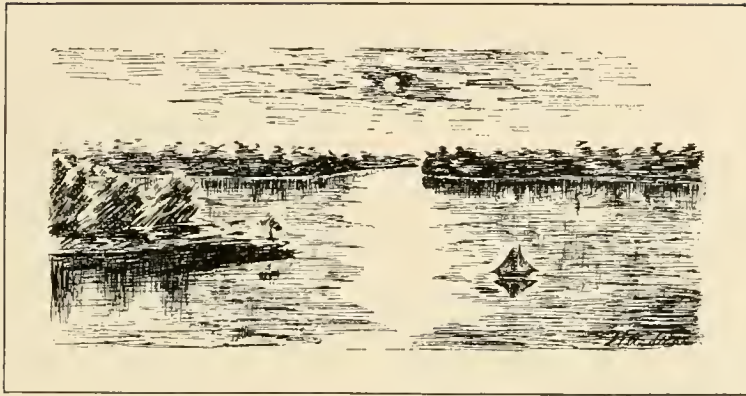
spent with a lavish hand, and however large his wages he rarely makes any provision for old age. He lives for the present, happy, thoughtless, contented. His emotional nature is extreme and hence he enjoys above all things the excitement of a "big meeting," a dance or a horse race. Social by nature, he will spend every moment of leisure with his companions. He is not given to seclusion or thoughtfulness. He is moved by impulse rather than by reason. This social instinct makes him a discontented laborer when working alone, and he will take less wages where he can mingle with a large number of his own race.

He is liberal to a fault. He will often work a whole week and give his earnings to a church festival on Saturday night, or hire a costly equipage for a drive with his wife or children or with his dulcinea on Sundays. His race indulges in no anarchistic or socialistic ideas. The negro never questions the right of another to take his place when he has been discharged or has voluntarily surrendered it. The idea of a boycott is repugnant to his nature. In many respects he is eminently conservative and his greatest weakness is a lack of firmness.

In short the colored laborers of the South have many excellent qualities. Though lacking usually in frugality, prudence and forethought, they are efficient workers, patient in endurance, easily controlled and have a capacity for some kinds of farm work that is distasteful to white laborers and which they do not readily perform. In the cultivation, management, and harvesting of the great staple of the South—cotton—the colored laborers are eminently successful when directed by intelligent supervision.



THE YAZOO



CANAL

CHAPTER II.

During the past fifteen years, the regulation and control of the Mississippi river has become an object of concern, and the subject of attention of the Federal Government.

Prior to this period, this great and erratic river, with its enormous volumes of annual flood waters, exercising forces of incalculable magnitude, pursued its own way, with the unbridled instinct of all alluvial streams, tearing away, in times of high water, many acres of its shore in each successive bend, loading its turbid waters with vast quantities of mud and sand to be deposited on the next "bar" at the foot of the bend, called by the pilots a "crossing." By this process, carried on through many successive centuries, the Mississippi river has assumed and maintains that pronounced serpentine form of alignment which is characteristic of alluvial streams.

One of the marked results of these conditions is, the formation of a channel consisting of a succession of deep pools in the bends, with intermediate "shoal crossings" at the reversionary points between succeeding bends, when the current leaves one shore and crosses over to the opposite side of the channel.

Another evil incident to the uncontrolled condition of the Mississippi river, was

the impairment or threatened destruction of the harbors of the towns situated on its banks.

The harbor of Vicksburg was thus attacked before any control of the river had been attempted, and by a "cut off" of its peninsula in the bend opposite to Vicksburg, which occurred in 1875, the channel of the Mississippi river, which had before then flowed along the city front, was withdrawn to a location about one mile south of the town, where its harbor, called Kleinston, is now established.

Immediately it was proposed to provide a new mouth of the Yazoo river, and the citizens of Vicksburg in 1877, alive to the necessity of a permanent river front, employed Maj. T. G. Dabney, an engineer of much skill and experience, to make the preliminary surveys. In 1890, by act of Congress, another survey was taken, which resulted in the approval of the project to bring the Yazoo river by way of Old river, through Lake Centennial, and down Vicksburg's front, but it was not until the fall of '94 that the work of clearing the right of way along the proposed route was commenced.

The importance of this immense undertaking to Vicksburg and the Delta generally, is hardly realized. Few know that between the Yazoo and Mississippi rivers, the 4,500,000 acres they drain and enclose, are capable, if cleared, of producing as much cotton as is now raised in all the world, and worth even at present prices as much as the gross revenue of the United States. Of this 75 per cent., or 3,350,000 acres, are made up of forests of cypress and hard wood, worth if cut and dressed, at the present price of lumber, more than sufficient to pay the debt of the United States.

An idea of the immense commercial possibilities of this region can be better obtained when it is stated that the Yazoo river and its tributaries offer unobstructed navigation of over 800 miles, except at low water, when its length is reduced to about one half. What will it mean to Vicksburg, when this territory shall even in a small measure, become peopled with industrious whites?



U. S. ENGINEER'S OFFICE, VICKSBURG.

The Yazoo river proper enters the Mississippi from the east, five miles above Vicksburg, and falls only in that much to carry off the rainfall of the whole region of the Yazoo-Mississippi Delta. As shown by the early maps, the Yazoo formerly entered the Mississippi at the head of the bend, which is now a "cut-off" called Old River.

"The Navigator," a book giving directions for the sailing of the Monongahela, Allegheny, Ohio and Mississippi rivers, the first edition of which was published in 1801, in its ninth edition published in 1817, speaks of this "cut-off" and states, that "the Yazoo flows into the Mississippi through the lower end." Certain it is, that from the time the first permanent white settlements were made along the banks, the present mouth of the Yazoo has been a source of trouble during every low water.

The oldest inhabitants tell of keelboats and barges moored near by, waiting to go in when a rise should begin, or when the continued low stages should have brought about a sufficient scouring of the bottom. This however, belongs or will shortly belong entirely to the past, for with the completion of the canal, the current of the Yazoo as it nears the mouth will be all sufficient to clear away the small amount of sediment which may be brought by the Mississippi. Not that the current out of the Yazoo will be stronger than now, but the deposit by the Mississippi will be almost nothing by reason of the location on the channel side.

Oddly enough, Yazous, for so Yazoo was first written, is commonly supposed to be the Indian for Styx, or the river of death. Yet it is not in a sense of death-dealing that the river deserves its name. Rather the reverse. Because it is calm and dark and deep; because over the other side "there is a land that is fairer than day," because many cross over and few come back. Yes! a land of luxuriant forests, surfeited with fruits, where almost

every known product of the temperate zone will grow with but little care or cultivation. A land where the dweller in a forest cabin can subsist in luxury on fish and fruit, and flesh, with venison or turkey or duck, upon his daily table. Where the climate is so that his house can be constructed with a few days labor in the primitive forest, and the fuel for his cuisine and comfort gathered within a furlong of his door. In short, a land whose possibilities are infinite and whose productive power is incredible.

Nor is this idle talk or mere rhetoric, for the logic of confidence in the future of this wonderful section of the South, is exemplified in the great undertaking, which is being pushed forward with so much energy by the Federal Government, under the skillful management of Maj. J. H. Willard.

Below are given the different routes that have been surveyed, showing the relative distance and amount of excavation to be done on each. It will be seen that the route by Old river and Lake Centennial, is by far the nearest and most direct, yet the time of construction will certainly be three years:

	Length Miles.	Excavation. Cubic Yards.
Thompson's Lake	8.4	8,511,000
Chickasaw Bayou.....	7.9	8,223,000
Old River.....	5.9	5,750,000

The length of the entire route from deep water in the Mississippi river at Kleinston, to deep water in Old river at the original mouth of the Yazoo river, is 9.2 miles, constituted as follows: 1.9 miles along Vicksburg harbor front, where the cutting will average 25 feet in depth, and width of the canal at the top about 350 feet; 1.5 miles through Lake Centennial where no dredging will be necessary; 8-10 miles through the bar at the head of Lake Centennial, where the cutting and width will be a little less than along the harbor front; 9-10 miles from the main bank of Lake Centennial to Barnett's Lake, 5-10 miles with depth of cut 34 feet and somewhat greater width than before, say about 400 feet; 6-10 miles to the main bank of Old river, with the sides of the canal rising to 50 feet and top width 450; then 1 mile through deep water to the Yazoo river.

Briefly, the work involves clearing away a forest for a distance of two miles and heavy willow growth another mile; grubbing and blasting out roots and stumps; digging a canal not quite six miles long, with average depth 25 feet, top width 300 feet, bottom being one hundred feet wide, and the earth to be removed 5 3-4 millions cubic yards; in addition to this there is building the necessary levees, dams and reventment to turn the Yazoo river.



A VIEW OF A CLEARING.

The amount appropriated to date, including cost of survey, is \$345,000, and the amount needed to complete the work is \$905,000. The clearing is completed and the grubbing about half completed. Dredging will be commenced about January, 1895, and if money is available, will be prosecuted continuously to completion, about July, 1898.

The benefits of the work will consist in giving a valuable outlet to the Yazoo system at all stages; restoring Vicksburg's river front; reducing the back water limit of the Mississippi river in the Yazoo Delta, and finally in furnishing an opportunity for extending Yazoo Front Levee system. To the merchants of Vicksburg it will mean, at one bound, a large increase in their trade with the Yazoo Delta. What that trade now amounts to, the accompanying summary of commerce for four years past will show:

SUMMARY OF COMMERCE.

ARTICLES.	1893-'94.	1892-'93.	1891-'92.	1890-'91.
	Tons.	Tons.	Tons.	Tons.
Cotton	15,815	11,094	15,633	13,750
Cotton Seed	17,355	12,795	16,570	12,500
Hides and Skins.....	10	26	19	10
Live Stock.....	60	79	124	60
Lumber.....	3,200	3,122	3,318	3,600
Staves.....	14,447	12,488	6,864	1,350
Provisions.....	12,020	8,547	10,502	9,020
Grain.....	14,280	6,107	12,531	11,080
Saw Logs.....	22,400	11,800	15,000	2,140
Miscellaneous.....	12,200	8,507	12,624	10,540
Total Freights.....				
For Yazoo Proper.....	111,787	74,567	93,205	64,050
Total Freights.....				
From Tributaries.....	116,394	124,887	116,021	97,588
Total Freights.....				
Yazoo and Tributaries.....	248,181	199,452	209,226	161,633
Estimated Value.....	\$8,314,000	\$4,329,000	\$7,351,500	\$6,315,275

It will be seen that there is a large falling off for '92-'93 over the preceding year. This falling off was due to low water at the mouth of the Yazoo, completely shutting off navigation at a period when shipments were usually heaviest. It is precisely this evil the new canal will remedy. It will also be noticed, that notwithstanding this drawback to navigation, the commerce of the Yazoo has increased 20 per cent. in the last four years, or from \$6,315,274, to \$8,314,000. With improved and unobstructed navigation it is therefore not unreasonable to suppose its growth will still be more rapid.

Interested in maintaining the navigation of these rivers, as a reasonable check upon the railways that are extending in all directions, while on the other hand those interested in the railways should desire increased facilities of navigation to hasten the development and settlement of the country, which is large and rich enough to afford good returns to all." These are true words. The rapid growth and settlement of the Yazoo Delta, which none will deny, has begun, and with it the development and enlargement of the export trade of Vicksburg—a trade made up in largely controlling proportions of its products—has



AN AVERAGE DELTA STUMP.

Capt. J. H. Willard, in his report for 1884, to the Chief of Engineers at Washington, says:

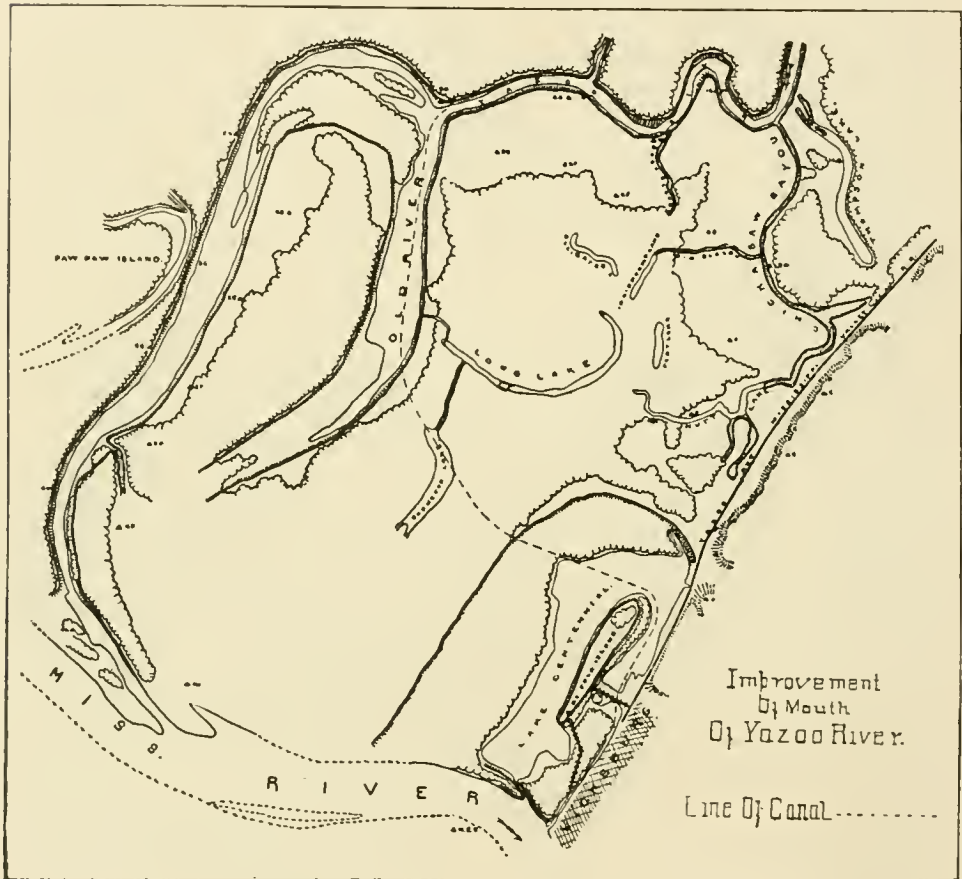
"In reviewing recommendations for the work, it must be remembered that the Yazoo Basin comprises a number of rivers that drain a rich country reclaimed from overflow by the work of the Mississippi River Commission, the District Levee Boards, and the Louisville, New Orleans and Texas Railway Company, and that rivers, affording a navigation of over 800 miles, are blocked in low water by the bar at the mouth. The people of the valley, as well as the city of Vicksburg, are deeply in-



AN ANXIOUS MOMENT.

forced upon the thought of the community the question of cheap transportation. All commercial experiences have demonstrated that only where there is an available water route can this question be so placed, as in its resultant influences to represent and embrace fair profit to the farmer, the manufacturer and merchant, the classes through which all others become participants in the profits of industry.

When are rates lowest in the States farthest north and east of us? After navigation opens up in the spring, by the competition brought about by lakes and canals. But, when



the ice king lays his hand upon the northern waters, then they are at the mercy of those who transport by rail, and railroads, all over the world, are but human. They propose to make all they can when they have not full and free competition. It is but natural that they should. Right here is where the Delta is doubly fortunate over other sections. Its waters are navigable, if not all of them, the greater portion of the year, and the farmer coming to settle in this valley is sure of the first and great essential to profitable farming, viz: cheap transportation to all points, inside or outside the State, for all that he can raise.

The following table shows the effect of competing river routes on railway freight rates. They are suggestive of what may be expected whenever the use of waterways is abandoned. The rates given are those for freight carried by rail to the points mentioned:

FROM ST. LOUIS, Mo., To	RATES IN CENTS PER 100 LBS.									
	Dis- tance.	CLASS.					Bagging and Ties.	Packing House Product.	Flour in Sacks.	
		Miles.	1	2	3	4				5	6	A	B	C
Vicksburg, Miss.....	540	90	75	65	50	40	35	20	30	25
Aberdeen, Miss.....	400	114	94	73	62	51	46	38	40	32½
Winona, Miss.....	427	119	97	80	66	54	47	43	46	37
Grenada, Miss.....	407	118	97	80	65	54	47	43	45	40

CONTINUED.

FROM ST. LOUIS, Mo., To	Dis- tance.	Grain.	Beer in Wood.	Liquors in Wood.	Flour in Barrels Per Barrel	Special Iron.	
						L. C. L.	C. L.
	Miles.	D	E	H	F	L. C. L.	C. L.
Vicksburg, Miss.....	540	20	28	25	45	25	18
Aberdeen, Miss.....	400	26	37	42	57	31	29
Winona, Miss.....	427	31	48	48	66	36	29
Grenada, Miss.....	407	33	48	54	70	42	36

It will be noticed that Vicksburg is 133 miles further than Grenada, and 113 miles further than Winona, and 149 miles further than Aberdeen, yet the rate to Vicksburg is much less than to either of these points. Why is this? Simply because there is a water-way by way of the Mississippi river to Vicksburg. If Grenada had the advantage of water transportation it might have freight rates of about one-third of what they are at present.

In 1885, the river rate from St. Louis to Vicksburg, for flour, was 60 cents per barrel; at the time of writing the Anchor Line boats are carrying it for 30 cents per barrel, and the railroads, although their class rate as specified above is 45 cents per barrel, to meet this competition, will make you a rate of 35 cents, which will hold good till the Anchor Line raise their rates, or low water causes them to temporarily suspend service. These are facts that carry volumes with them. As we have already said, it is impossible to exaggerate the advantages to be derived by Vicksburg from the improvement of the mouth of the Yazoo. Its immediate effect will be to force the settlement of some hundreds of thousands of acres of land. These lands are more fertile than those of the valley of the Nile, which by the richness of its soil was the granary of the East, and became the seat of ancient



DRILLING FOR A BLAST.

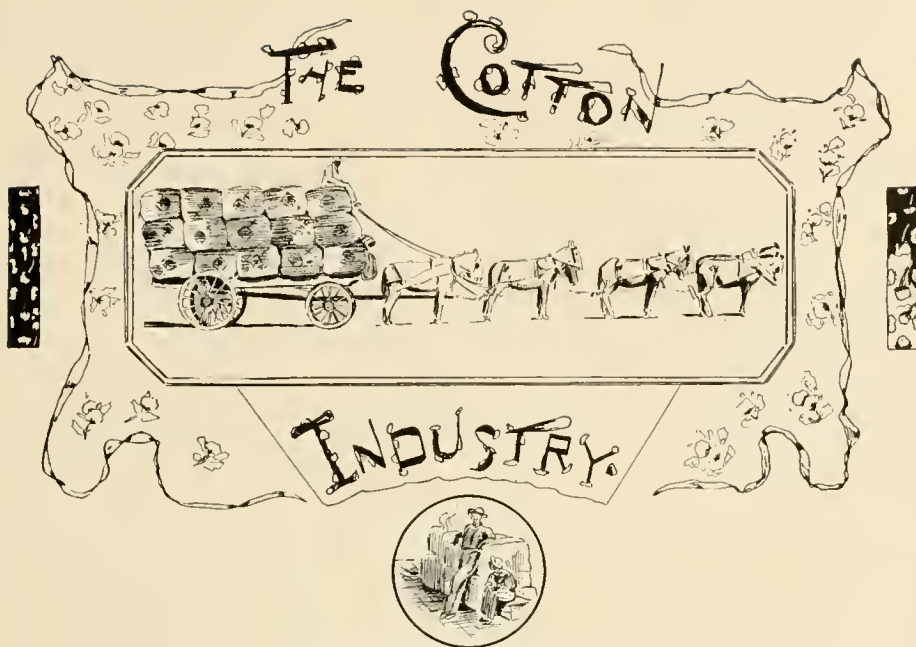
civilization, and the heart of one of the mightiest systems of government the world has ever known. With the inrush of people into this wonderful valley, where beautiful flowers never cease to bloom, and inconceivable riches exist, ungathered, in the soil, will come the consequent need of manufactures, and the thousand and one accessories necessary to human sustenance and happiness. All this trade is Vicksburg's own, and is destined to make it the largest city, as well as the commanding point of trade, between St. Louis and New Orleans.



THE BLAST.



—AND AFTER.



CHAPTER III.

We would be derelict in our duty, if before going any further, we did not devote a whole chapter to the Cotton Industry—the stronghold of the South, and one of the most important factors in the commerce of the world.

What the grape-vine is to the countries of southern Europe—what the tea plant is to China, cotton is to the Southern States. The word cotton has become synonymous with sunny skies and starry nights. Of a clime resplendent with fields ever fresh, and groves ever green. For cotton is truly a child of the sun, and flourishes best in a clime:

“ . . . where every season smiles,
Far from the winters of the West,
By every breeze and season blest.”

It was cotton that, thirty-odd years ago, furnished to the South the sinews of war, and when the devastating tread of armies had obliterated her plantations, reduced many of her beautiful homes to ashes, and left ruin and desolation to mark their course, exuberant nature, with marvelous rapidity, as if to cover up the scars with a glory of her own, on the spot where a few short months before canons belched forth their deadly missiles, raised fields of white-fleeced cotton, that did much to reduce the general indebtedness that then existed.

Almost every one knows the history of cotton is coeval with human history, and it would be useless to describe when or where it was first cultivated by the ancients. It is sufficient to say that the real history of cotton in the United States, dates from 1784, when a shipment of eight bales was made to Europe. Now, the South plants in round numbers 20,000,000 acres, the crop for 1894 reaching the enormous total of 10,000,000 bales.

The production of cotton must, in the very nature of things, ever remain one of the leading industries of Mississippi. The agricultural conditions of the State are especially favorable for the culture of this staple crop, while all the habits and traditions of its labor and of its land-holders lead in this direction. Diversification of products is the great cry

of the press, and undoubtedly one of the pressing needs of the times, but there are ample scope and facilities for such diversification without trenching materially upon the yield of this great product.

The demand for cotton goods *must always* continue to keep pace with increasing population and wealth, and the new purposes to which the fibre is constantly being applied. The world must depend for its supply upon this limited area where this staple can be successfully grown, and Mississippi, with its favorable soil and climate, and its rich alluvial Yazoo Delta, will always remain an important factor in cotton production. The average crop of the Delta is placed at 400,000 bales, of a grade and quality almost unexcelled.

Oftimes do we read in the story books of the beauty of the fields of the waving wheat or yellow tasseled corn, but few sights of this nature surpass the snowy sea which lies before us when we contemplate a field of cotton ready for the picker's hands. Sometimes the leaves are all shed before the fruit is ripe, and there remains nothing but a vast white prairie, which almost bewilders the unaccustomed eye, as a first sight of the sea does one not familiar with it. But sometimes the green leaves remain on the stalks until the bolls have fully burst, and we see a beautiful combination of green and snowy white, varied by an occasional brown leaf which has succumbed to the burning rays of the tropical sun. The effect is, as if some one had made captive the fleecy, white clouds which may be seen wafted swiftly across the sky on a summer's night when the moon is full, and hung then by handfuls from the dark brown borders of the bolls. When the weather permits we see pickers here and there leaning forward and plucking the white fleece, which is so ready to leave the boll that it almost drops into his hand, and transferring it to the long canvas bag which drags behind him. In most cases the pickers are negroes or negroes, and the ebony hue of their complexions contrasts markedly with the white expanse before them. The ripe cotton is usually from waist to shoulder high, though it sometimes exceeds or falls short of this limit.

Although the long established method of cotton cultivation is well known, it may not be out of place to say that the average date to begin preparation of the land in Mississippi is February 1st, before the rain commences. Planting generally commences about April 5th, and is finished by May 10th.

The method of cultivation is to plow the ground thoroughly and as soon as all symptoms of frost has disappeared, the soil is laid off in rows varying in width from 3½ to 7 feet, according to the quality of the soil. The seed is then sown along the centre of the beds in a straight furrow made with a small plow or opener.

For plowing, the planter requires just sufficient rain to give the soil a moist and spongy texture. From the date of plowing to the end of the picking season, warm weather is essential.

Picking cotton generally commences in August, and frequently continues until the approach of spring.

All the available hands on the plantation, from the gray-haired old darkey, who has lost all track of his age, to the pickaniny, are called into employment during the harvest.

The cotton is gathered into bags suspended from the shoulders of the picker, and when the crop has been secured it is spread out and dried and then separated from the seed. Every plantation of any importance has a gin of its own, where the cotton is ginned or passed through revolving saws that separate the cotton from the seed, and then pressed and baled for market.

When cotton is not ginned on the plantation, the price is \$1.50 to \$2.50 per bale. The weight of a bale of cotton is 400 to 600 pounds, the average being less than 500 pounds. The seed is usually taken for part or full payment for the ginning, cost of bagging, etc. As a rule, planters sell to a middle-man, called a cotton factor or commission merchant, who ships the cotton to the large export markets, or sells to their agents, or to the Eastern mills. All cotton for export shipment is compressed in the town from which it is shipped, if the town be large enough to support a press of the kind. Vicksburg has two large compresses with a capacity of 250,000 bales per season. Both of these presses do a large and increasing volume of business.



Perhaps it is not generally known that Mississippi can make the proud boast of having one of the largest cotton plantations in the world. It is located in the Yazoo Delta, and is known in the country as the Dahomey plantation; comprising no less than 36 sections of land or 6 miles square. Some of this represents timber land, but that portion directly under cultivation produces 8,000 bales of cotton, and 4,000 tons of cotton seed, and employs all the way from 800 to 1,200 hands.

But this is a monster, and even in Mississippi, the home of large and princely plantations, there are few, devoted exclusively to cotton, that approach it in area.

The size of the average cotton plantation in Warren county and the Delta, may be said to run from 50 to 250 acres. Nine tenths of them are farmed by colored tenants who rent them all the way from \$3 to \$6 an acre.

The average yield of seed cotton per acre in Mississippi, is 570 pounds, and lint cotton, 190 pounds. In the alluvial land of the Delta, it is 1,125 pounds seed cotton, and 375 pounds lint cotton per acre.

There is raised contiguous to Vicksburg, Orleans cotton 1 inch to 1 1-16; Benders, 1 inch to 1 1-8; 1 1-16 to 1 1-8; 1 1-8 to 1 2-16; Moderate extras, 1 3-16; Extras 1 1-4 to 1 5-6; 1 3-8, 1 7-16, and 1 1-2, with a small percentage of 1 5-8 staple. In fact, in the variety and quality of its cotton, it stands almost without a rival in the world. The average length of staple grown in the vicinity of the Delta lands, is, 1 1-8 inches, and the extremes of long and short staple, 3-8 to 1 3-4 inches. In North Carolina, South Carolina, Georgia, Florida and Alabama, the average length of staple grown is 3-4 to 7-8 inches, and in Tennessee 3-4 to 1 inch.

The length and finest of the staple grown in the Delta is the result of generations of watchful care and intelligence, and the extra staple known as "Benders," is a household word in the cotton market of the world. With the low price of cotton last year the extra staple of the Delta fetched 12 1-12 cents a pound, against 5 cents for the ordinary.

It is a question much debated among planters whether it pays to raise cotton at low prices which have prevailed for several years. A great many contend that it does not pay but often these are the very producers most wedded to its culture.

It therefore happens at each planting season, there is much discussion about decreasing the acreage in cotton, which more frequently ends in an increased acreage, than otherwise. If there is really a desire to reduce the production of cotton, it will be best accomplished by the introduction and production of other crops, and the diversification of industries generally throughout the cotton belt. This seems difficult to accomplish at once, and there remains the one practical plan for each individual planter to adopt, and that is to improve the culture, increase the yield, and by these means lessen the cost of production.

An effort has been made by the writers to determine approximately at least, the cost of production. This is well nigh impossible, as so much depends upon the character of the soil, the seasons, the method of cultivation, and etc. Out of a dozen or more of planters interviewed, on the subject, all of them planting, on the wage system, not less than 250 to 1,500 acres, the lowest estimate given for a 450 pound bale, under exceptionally favored circumstances, was 4 7-8 cents per pound, and the highest 7 1-10 cents per pound. Under the share system the cost would increase fully 1 1-2 cents per pound. One planter who has under cultivation 750 acres in the Yazoo Delta, submits the following estimate made up from the last year's crop expense account.

Basis, one acre; yield, 450 pounds lint :

Preparing land for seed.....	\$ 2 00
Planting.....	3 00
First plowing.....	1 25
Second plowing.....	1 00
Third plowing.....	1 00
First chopping.....	1 50
Second chopping.....	1 50
Laying by.....	1 50
Ginning.....	1 00
Picking.....	7 50
Hauling.....	75
Total.....	\$22 50

Total cost to make 1,400 pounds seed cotton, or 450 pounds lint ready for market, \$22.50, or 5 cents a pound.



This estimate makes a very good showing for the rich alluvial bottoms, where a bale to the acre can be easily made without fertilization.

M. B. Hilliard, in a most interesting work called the "New South," says:

"In the Mississippi bottom it is a common thing to make more cotton than is picked. It has been said that there is land enough in Mississippi, in what is called the "bottom," to make enough for the present needs of the world. If, therefore, the cotton picker will serve the purpose hoped for, it would seem that the cheapest labor would gravitate there and locate itself in the most productive land. This will greatly enhance the price of the lands, rapidly bring them into cultivation, and greatly improve the healthfulness of the country. Vast areas now devoted to cotton raising, will be given over to raising stock, grass and cereals. For awhile at least these lands, unable to compete with the rich "bottoms" in cotton production, will be even cheaper than now, until they become possessed by the numerous immigrants from the North, the West and Europe. These immigrants will not raise cotton. They will go into general agriculture, and fruits and vegetables, cereals and live stock of all kinds will be raised. One can see that if all the cotton be produced on land that will yield a bale or more per acre, and can be picked, that cotton will sell at much less and pay better than now. If the pork and corn be raised that is consumed in making it, then the business of cotton raising alone may be pursued with profit."

This was written before the South had produced a 10,000,000 bale crop, and the bottom so to speak had dropped out of cotton—but what was true then is true now, and if there is a more profitable business in the world than the purchase of cotton lands at from \$5.00 to \$15.00 per acre, that sold before the war for \$50.00 to \$150.00, we should like to know where it is.

COTTON SEED.

But another phase of the cotton industry that we have not touched upon is that of the manipulation of the cotton seed, mainly for its oil, but also as food for stock and a fertilizer.

It is one of the most wonderful oversights of the South that the cotton seed should have remained so long undiscovered, so to speak. In 1880 there were a few small mills making cotton seed oil and meal, worth perhaps \$5,000,000 all told. Now the trade uses a capital of over \$40,000,000 actual cash, and makes a product worth over \$70,000,000. The material consumed was regarded a nuisance in 1861. To-day it is worth to the planter $1\frac{1}{2}$ to 2 cents for every pound of cotton he makes. The price rose to \$17.00 a ton in 1892-'93, and averaged about \$14.50 during 1894.

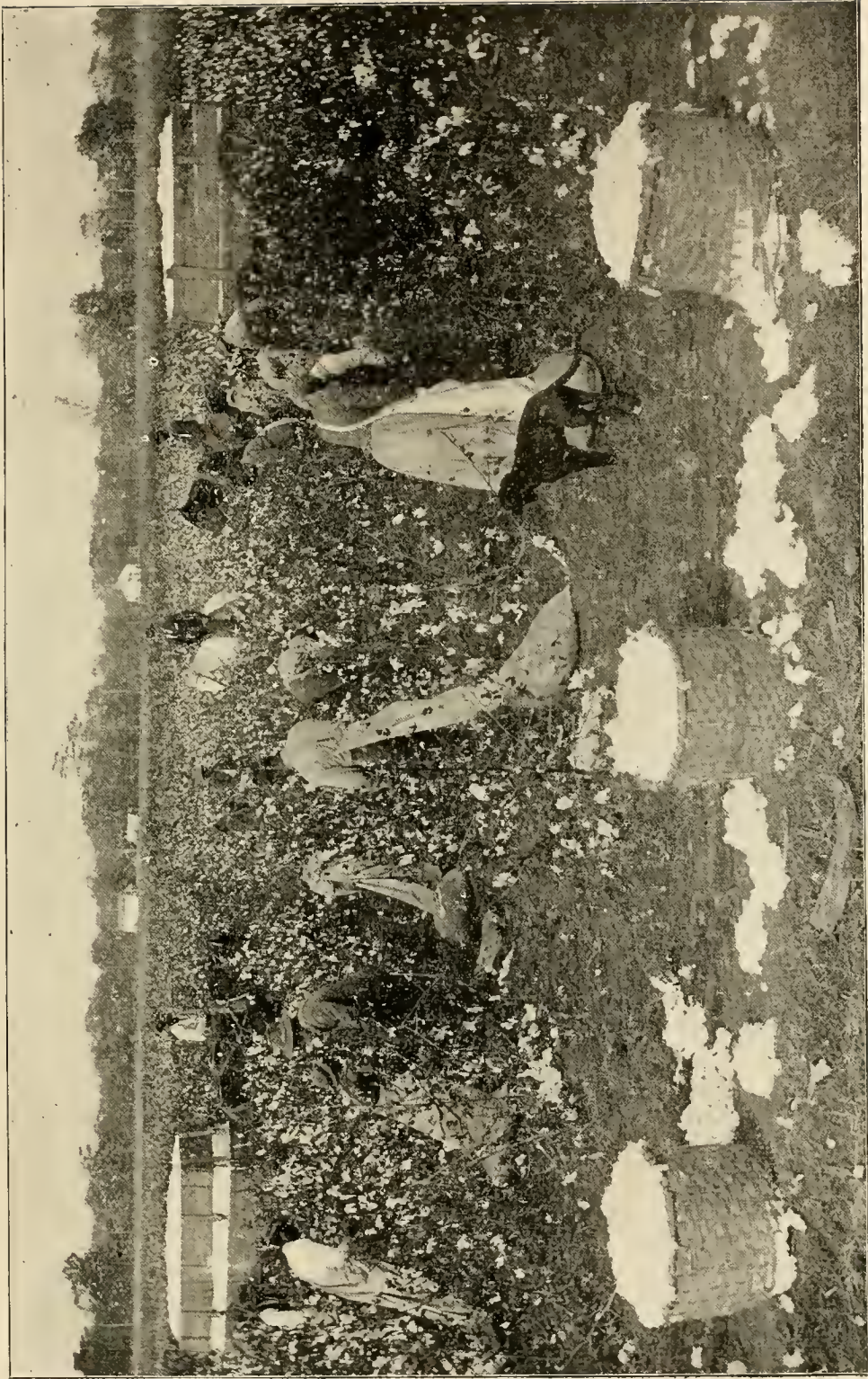
It is said to be somewhat noteworthy that throughout the development of this business there was a constant feeling of apprehension on the part of those interested that it would be over done, but each year seems to add greater stability to the industry, and lower prices appear to be offset by a steady increasing demand and a wider range of markets for the various products of the cotton seed. The refined oil is rapidly coming into favor for cooking uses, both in its natural condition and compounded with other preparations now on the market. The oil itself is a sweet, wholesome and fine vegetable oil, and regarded as far preferable by many persons to hogs' grease for kitchen uses.

It will probably largely supplant lard some day in the South, and possibly in other parts of the world. People are beginning to understand that they have been largely using it while supposing they were using olive oil—the former being exported from the United States to Italy, and brought back labeled olive oil. So they have learnt its merits and can have a chance to be patriotic, at less cost, by its use under its true name. It will make anything from butter to axle grease, and half the vaseline and ointment you get at your druggists contains a large proportion of this wonderful fluid. Perhaps the greatest application the oil finds in the arts, is in manufacturing soap. It is now a well known fact that a large percentage of the finest toilet soaps are made wholly or partly from cotton seed oil.

In the early history of the oil business, prices were 50 to 60 cents per gallon, and sales have been made at a maximum of 60 cents per gallon within the past two years, but on the other hand, since that time prices have gone as low as 20 cents per gallon.

As the cotton is picked it takes 300 pounds to make 100 pounds of lint— $\frac{1}{3}$ lint and $\frac{2}{3}$ seed. The seed is worth about \$8.00 a ton at the gin.

The products of cotton seed as they are utilized now are oil, meal, linters, hulls and ashes. After the oil, the meal, of course, is the most important factor. This sells for \$5.00 to \$20.00 per ton. Nothing new can be said concerning this splendid cattle food and fertilizer, known by all men to be superior to almost every known food for cattle and admitted with equal frankness to be superior to almost every known soil fertilizer. The farmer is learning every day some new way to make it serve his purpose. Mixed with hulls, bran



A COTTON PICKING SCENE IN THE DELTA.

or other dilutants, he brings to life and fatness the lean and hungry cow. Mixed with acid phosphate, home-made compost, or any respectable "filling," the cotton seed meal asserted its kingly prerogatives by outstripping the best fertilizer in the field. Every state chemist in the land gives it high sounding praise and not a farmer in all the land, or a cattle feeder south of Ohio will hesitate to say that at \$16.00 per ton cotton seed meal is without a peer. The least important of all the products of the cotton seed are linters. To the uninitiated we might say, linters is the name given to the cotton taken off the seed when re-ginned by the mill. It is used for cotton batting and shoddy goods and sells for 2 to 5 cents per pound according to the price of cotton.

Cotton seed hulls, which were formerly used for fuel, now sell for cattle food at \$3.00 to \$3.50 a ton. Even the ashes are worth money, a cent a pound, and are shipped away to be used as fertilizers. The best quality of Havana fillers and wrappers are fertilized with cotton seed ashes.

To come nearer home, the cotton seed oil industry of Vicksburg, in common with other places, has in the last few years grown to be one of great importance, and it would be difficult to locate a more favorably situated point, combining such close proximity to the raw material, and such great facilities for export.

In the Refuge, the Vicksburg, and the Hill City, which are treated in Chapter I, it possesses three large oil mills that generally run the whole season through without a shut down, handling the bulk of the cotton seed of Warren County, and a large part of the product of this section of the Delta, and shipping their cotton seed oil and meal, by thousands of tons, to all points of the world.

These mills crush annually some 50,000 tons of seed, and pay out for raw material, \$625,000. The raw material produces 17,000 tons of seed cake, worth \$275,000; 40,000 barrels of oil, worth \$400,000, and 2,000 good bales of lint, valued at \$22,000. They pay out annually for freight to the railway companys and steamboat lines \$100,000; disburse in wages not less than \$60,000, and in other running expenses another \$100,000. In addition to this, there is invested in plants about \$350,000. The total monetary value to Vicksburg, that is the amount these mills put in circulation in the course of a year, is close on the \$1,000,000 mark.

VICKSBURG AS A SITE FOR A COTTON MILL.

The measure of the power of cotton to enrich the South has never been made. It is difficult to comprehend it. Cotton is such a marvelous product that we cannot fully realize its value. It has been the foundation of agriculture in the South and of vast manufacturing interests, employing hundreds of millions of capital in New England and in Great Britain. This manufacturing industry is surely tending to the South and nothing can check it. In the future cotton will not simply be worth to the South an average of \$350,000,000 a year, as the raw material is now, but it will create a manufacturing business which will more than treble the value of the crop to the South and give employment to many thousands of hands. This may seem a broad statement, but it is borne out by facts.

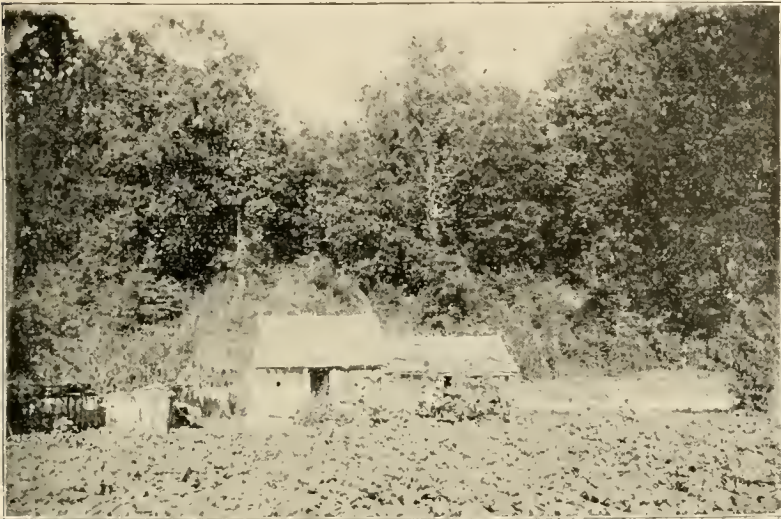
Cotton manufacturing like every other industry or business, is engaged in for the profit which it affords for the employment of capital and labor. The profit in cotton manufacturing at present depends largely upon careful and economical management and close attention to details. This is true to so great an extent that the practice of economy in all details in one mill and the neglect of it in another will generally make the one a paying and the other an unprofitable enterprise. Every item of expense has to be considered, from the oil that lubricates the machinery to the motive power which drives it. There are, of course, notable exceptions in each section, but as a general rule, it may be stated as a proposition which cannot be controverted, that cotton manufacturing is far more profitable in the Southern than in the New England States. The published figures of the dividends of incorporated companies establish this fact without a doubt.

Southern factories possess the advantages of proximity to the cotton fields, and a climate whose mildness insures them against those interruptions to work, which, in severe winters, are often causes of inconvenience and loss to Northern mills. Other advantages over the North are cheaper land (for sites for factories and dwellings for operatives,) cheaper building material, fuel and labor, and longer working hours. Nearness to the cotton fields means not only a saving in cost of transportation of the raw material and a reduction to the minimum of inevitable loss in weight by handling, but it means also a better selection and lower prices. Southern mills can buy their cotton direct and save the profits and charges which the Northern mills must pay to brokers and middle-men.

As an example of what cotton and woolen mills can do in this State, we refer to the Mississippi Mills, at Wesson, Miss. These mills have kept running with full force during times when Eastern mills were closed or running half time. They have sold their goods in the Western, Northern and even Eastern markets in successful competition with those of New England mills. Capitalized at \$325,000, its stock is estimated at six for one, and our

information is that it cannot be bought even at that figure. Comment on such showing is unnecessary.

Again, the cotton used in the Southern mills last year would have cost over two million dollars more if these mills had been located in New England instead of in the vicinity of the cotton fields. On the other hand, the cotton consumed last year in the Northern mills cost five million dollars more than if those factories had been in the South. If these establishments had been in the South, enabling them to obtain the raw material so much cheaper, they would have nearly doubled their dividends.



1—HOME OF A NEGRO PLANTER. 2—CHICKASAW BAYOU.

A mill for instance, located in Vicksburg would be able to buy right from the wagon, saving by actual figures in freight, compression and commission from \$8 to \$10 dollars a bale, or over one-fourth of the value of the material.

This is not strange, for it would be fully in accord with a correct system of economy if the entire cotton crop of the country should be spun in the section of its growth, and the proportion of it needed for the looms of the world shipped in the shape of yarns instead of cotton.

Another point is, that the establishment of a central ginnery in connection with the

mill would enable its projectors to manufacture cotton with its elasticity unimpaired by compression, which authorities consider highly detrimental to the staple.

The natural disinclination of experienced business men to engage in a pursuit of which they know nothing, unless associated with others who are expert in the industry to be developed, is the chief, if not the sole reason why Vicksburg has not long ago become the seat of flourishing cotton manufactures. Undoubtedly it has all the advantages of a climate and location, being nearer than New England or the Southwestern States to Chicago, St. Louis, Kansas City and the other distributing points, and for export to Mexico and Central America. It has abundance of cheap fuel, being within accessible distance by direct lines of railroad to many coal mines in Alabama, Tennessee, Kentucky and Arkansas. A fine quality of Alabama nut coal, free from slack and slate, and excellent for steaming purposes, is now being sold in Vicksburg for \$2.10 per ton. Slack coal is sold at \$2.25. The Mississippi river at the city's front door, brings coal cheap by barge from Pittsburg, Pa., and the Kanawah, West Virginia, and other mines. In the river it has ample water for steam purposes, and perhaps what is more than all this, it has the benefit of competition between railroads and river routes for transportation of both raw material and the finished product.

So eager are the people of this community for factories, that we quote the law of Mississippi regarding exemption from taxation:

"All permanent factories hereafter established in this State, while this section is in force, for working cotton, wool, silk, furs or metals, and all other manufacturing implements or articles of use in a finished state shall be exempt from taxation for a period of ten years."

This on a conservative estimate, means a saving of at least 2 per cent. on the capital invested in plant and machinery in any first-class mill.

Reviewing these advantages and coupling them with a temperate and healthy climate, and with the fact that the founder of a mill would have no difficulty in placing a portion of the stock locally if he so desired, it does not take much of a prophet to foretell that it is only a question of a little time, when the justly famed cotton of this section, will be spun right here where it is grown, and with the smoke stacks of the first mills, will come to Vicksburg a new era of prosperity, the like of which the city fathers of a generation ago, never dreamed.





The Famous Yazoo Delta

CHAPTER IV.

Here is a region rich with the varied wealth of the forest and the soil; a new found region of delight—replete with scenes winsome and beautiful; an elysium of almost perpetual summer possessing such an equable voluptuous climate that it requires no vivid imagination to fancy that within its boundary the golden Indian summer days first found their birth. A region that from the advantage of location, and the bewildering fecundity of its lands, has been called by scientists the "Natural Garden of the South." We refer to that great rich alluvial plain lying in Mississippi, and commonly known as the Yazoo Delta—one of the most important formations, not only in the State but in the entire Union. It lies between the Mississippi River on the West and the Yazoo River and its tributaries on the east, and from the line separating Mississippi and Tennessee on the north, to Vicksburg on the south. It comprises about 7,000 square miles, or 4,500,000 acres of the *most productive and fertile soil in the world*. It is larger than the combined area of Connecticut and Rhode Island, and almost half as large as the two states and Massachusetts all combined.

This vast delta is ellipsoidal in shape and its dark, rich alluvium has been formed by the overflow of the Mississippi and Yazoo rivers and their tributaries. Its length is 180 miles and its greatest width 75 miles. It embraces ten large counties.

At its northern limit, the State line, it is very little more than ten miles wide, but the Mississippi River turning to the southwest, it widens rapidly, and thirty miles southward, where the dividing line between Panola and Tate counties would strike the bluff near Helena, Arkansas, it is about thirty-six miles wide. It reaches the greatest width about opposite the town of Carrollton, Carroll county, and from thence it at first narrows slowly, and at last rapidly. Opposite Yazoo City it is still more than forty miles wide, but ends near Vicksburg, where the hills close in towards the banks of the Mississippi River.

A peculiar feature of this vast region is, that there is not a hill in it save those that fringe the eastern border; not a stone save those brought here by man. The chief elevations are the Indian mounds, some of them not ignoble rivals of the pyramids, and undoubtedly, the work of the mound-builders of pre-historic times, traces of whose existence are to be found from the Gulf of Mexico to the shores of Lake Winnipeg, but whose history is based wholly on conjecture. The race has vanished, leaving traces of its existence puzzling to the minds of those versed in archaeological lore. The earthworks they left are overgrown with large trees, the hieroglyphics obliterated by age, the places of defense or abode have crumbled away, and only the outline of their original shape is traceable amid the ruins that time has made. Even the Indians have no traditions regarding this extinct and almost forgotten race. The earliest visitors to the continent give no account of them. But their sepulchral mounds, their skeletons, their pottery and their shells, tell the tale of their existence and nothing more. Here is a field of research for the student, and the historian. Whence came these quiet sleepers, who with fleshless palms, crossed as in mute expectancy, might have slumbered on till the morn of resurrection, but for the love of adventure of our ancestors, whose descendants have rudely disturbed their rest? What the fate of this great mound-building race, which from the shadow of the Andes to the far North, have traversed the continent? Wrapped in a veil of mystery which may never be uplifted until that supreme hour when all things shall be revealed.

SOIL AND CLIMATE.

The location of this vast bed of inexhaustible fertility is as advantageous as its other conditions. The Yazoo & Mississippi Valley road, the Illinois Central System, spans its entire length and carries its products in a few hours to that gateway of the world, New Orleans, while Vicksburg in the South is an ample and convenient supply market. Large navigable streams, as seen by the map of the Basin of the Yazoo, flow through the Delta, making a perfect net-work of waterways. There are at least thirty-one that are utilized by steamboats of from fifty to one thousand tons burden. Those all flow into the Yazoo River, which receives the entire drainage from Horn Lake to the city of Vicksburg. Besides these streams that, together with the Yazoo, are navigable upwards of eight hundred miles, there are many large bayous that are used by raftsmen and those engaged in getting out timber. These also are capable of being navigated by small craft for two or three months during the rainy season.

Probably there never was a section of country the victim of such erroneous impressions held by those not familiar it, as this great Delta. It has been considered by many a swamp, whereas, although generally flat, it has a perfect natural drainage, government engineers crediting it with a fall of 114 feet from its northern extremity at Horn Lake to the mouth of the Yazoo River. Hence the prejudice which has long existed on this account, as to its supposed unfitness for cultivation and for health, is rapidly dying out, and it is now generally considered in its vast possibilities of more value than all the other sections of the State combined. It is true that up to a few years ago much of the Delta was subject to overflow in times of high water, but with the superb system of levees which now exist, stretching south from Memphis to the mouth of the Yazoo River, this disadvantage has been entirely removed. To indemnify the land against flood from 1865 to 1892 no less than \$7,695,229 was expended; of this amount, \$6,920,594 was contributed by the local levee interests, and \$774,635.72 by the Federal Government.

The soil of the Delta is of two classes, loam and clay, the former varying in color but generally dark, and easy to cultivate. The loam lies in ridges five or six feet high along the banks of the streams. The clay underlies the loam throughout the Delta, and is reached between the loam ridges where the surface has received less deposit. The clay lands are popularly known as "buckshot lands," from the soil drying into angular bits the size of a buckshot, and of a lead color. When wet, the soil is soft, smooth and slippery, and when dry is loose and light and falls to pieces. The "buckshot" lands are considered the most productive in the Delta, and taken one year with another, will easily produce with proper cultivation from one to two bales of cotton and from sixty to eighty bushels of corn per acre. Professor Hilgard ascribes their fertility mainly to certain ferruginous concretions which they contain and deems them almost inexhaustible. They will raise anything, and almost everything, from the Siberian crab-apple to the strawberry and the peach; from Indian corn to indigo. The far-famed Blue Grass region of Kentucky cannot surpass the "buckshot," or clay lands in the production of grass, when the war waged upon it by the planters shall have ceased. There is a story told of a planter near Greenville who sowed grass on his land, and it grew and grew by leaps and bounds till it was many feet high, when a neighbor sued out an injunction against him for obstructing the view from his windows. Fortunately when the case came to trial the court decided that grass on a neighbor's farm was an affliction that had to be borne.

Cattle and hogs thrive in the Delta almost without being fed. The wild grasses in summer, and the switch cane in winter, keep the cattle in good order, whilst roots, acorns, beech nuts, pecan nuts, etc., furnish abundant supplies of food for the hogs. The whole Delta is burdened with animal life, and nothing short of a volume can describe its wealth and attractions.

It is in truth,

" . . . a goodly sight to see
What heaven has done for this delicious land,
What fruits of fragrance blush on every tree."

Such prodigality of resources as the Delta contains was not intended merely to garnish a desert of beauty, but for all arts, all culture, and a dense population of industrious people.

TIMBER AND FORESTS.

The entire surface of the Delta save where it has been cut down for the purpose of cultivation, or by lumbering operators, is covered by a heavy, dense growth of timber. The cleared portion does not represent more than one-eighth of its area, the other seven-eighths is overgrown with probably the heaviest forest on the American continent. There are forests where the trees are more crowded, and feeble and attenuated in consequence,

but in no portion of the globe can there be seen trees where the foliage is higher overhead, or where the great trunks, lovingly entwined with vines and creepers, seem so sound and healthy, and stand in such endless and impressive columns around the traveler. It is a perfect museum of woods, a veritable hot-house of wild fruits, a seemingly interminable jungle of small shrubs and berry-bearing plants.

Every year finds some new use for the valuable timbers of the South. It is but a few years since no one had a word of praise or could find any use for cottonwood. Now it is one of the best and most called for woods of the South, and as the poplar is disappearing, and the poplar when once cut never reproduces itself, the once despised cottonwood now comes to take its place and it is found that it requires skill and experience to distinguish the true yellow cotton wood from the poplar. The small cottonwoods of the islands in the southern rivers, which every river man has looked upon as a nuisance to be gotten rid of in any possible way, have been found to be the finest of all material for wood pulp, and it reproduces itself almost as rapidly as the swamp willow.



YAZOO RIVER BRIDGE.

For a long time the cypress was supposed to be good only for well curbing, and to be a sort of bastard pine. The fact that it was, humanly speaking, everlasting, did not appear to introduce it to the favor of the ordinary lumberman, or builder. It took long years for the furniture manufacturers of the Northern and European manufacturing furniture centres to learn of and appreciate the beauties of the Mississippi woods—the quartered oak, the veined ash, the ribbon-hued sassafras, etc. As all of these and others have been discovered and brought to the notice of the Northern or Eastern architect and builder, the growth and development of that branch of Southern lumbering industry has been unprecedented. Not only has the prejudice or ignorance concerning the value and beauty of the Southern woods been forced to give way as these woods come more and more into public notice, but the fact of the increased cost of northern lumber and its scarcity obliged the turning to the South for the necessary building material, and every use of these southern woods has added to their popularity.

The enormous timber resources of the Delta, and the great variety of woods to be found there, coupled with the remarkably low price at which the best timber can be purchased gives the section extraordinary advantages for the establishment of furniture factories and other enterprises of a similar character. To attempt to enumerate the different species that appear their trunks from its prolific soil would be tedious alike to reader and writer. The number would run into the hundreds, and then not be complete, for there are portions of the Yazoo Delta, where the axe has never rung, where the foot of the white man has never trod—that are to-day, as silent, as primeval, as when the discoverer of America first sighted the shores of this great continent.

Following is a partial catalogue of the commercial timbers common to the Delta: Oak, 12 varieties; cypress, 5 varieties; cotton wood, white and black ash, red gum, pecan, walnut, etc., etc. Besides these there are a great variety of smaller woods, some bearing fruit, but whose timber is none the less valuable; such as the black locust tree, the wood of which is very hard and durable, and is frequently used in the interior for wagon hubs, posts, etc.; the wild plum, which sometimes has a diameter of 14 inches, the mock orange, or wild peach; the wild cherry, the wood of which is used for inlaid work, and the apple haw, and wild crab-apple tree.

A comparison of the opinions and statements of the heaviest mill men of the Delta shows, that the logs that are brought to the mills will average, ash, 22 inches in diameter; cottonwood, 36; cypress, 34; oak, 30; poplar, 34. Certainly, lumber cut from such logs must be of better, more matured and durable quality than that cut from the small and immature logs of the North.

The most valuable timber for shipping purposes and most in demand is the oak, cottonwood, poplar, ash and walnut. It is estimated that every year there is shipped away from the Delta to Northern mills not less than 10,000,000 feet of oak, 25,000,000 of cottonwood, 10,000,000 feet of ash, 50,000,000 feet of cypress, or a total of something like 95,000,000 feet. To those unacquainted with the vast wooded area of the Delta, this might suggest speedy exhaustion of timber. Not so though, the timber lands of the Delta have been pronounced inexhaustible, and while this is of course, a fallacy, the amount of standing timber is very great.

Authorities agree in computing the area of the forest land at about 3,750,000 acres, for certainly less than 1,000,000 acres of the Delta is cleared land, and about one-half of this only is in cultivation. The estimated yield per acre varies from 5,000 to 30,000 feet of lumber.

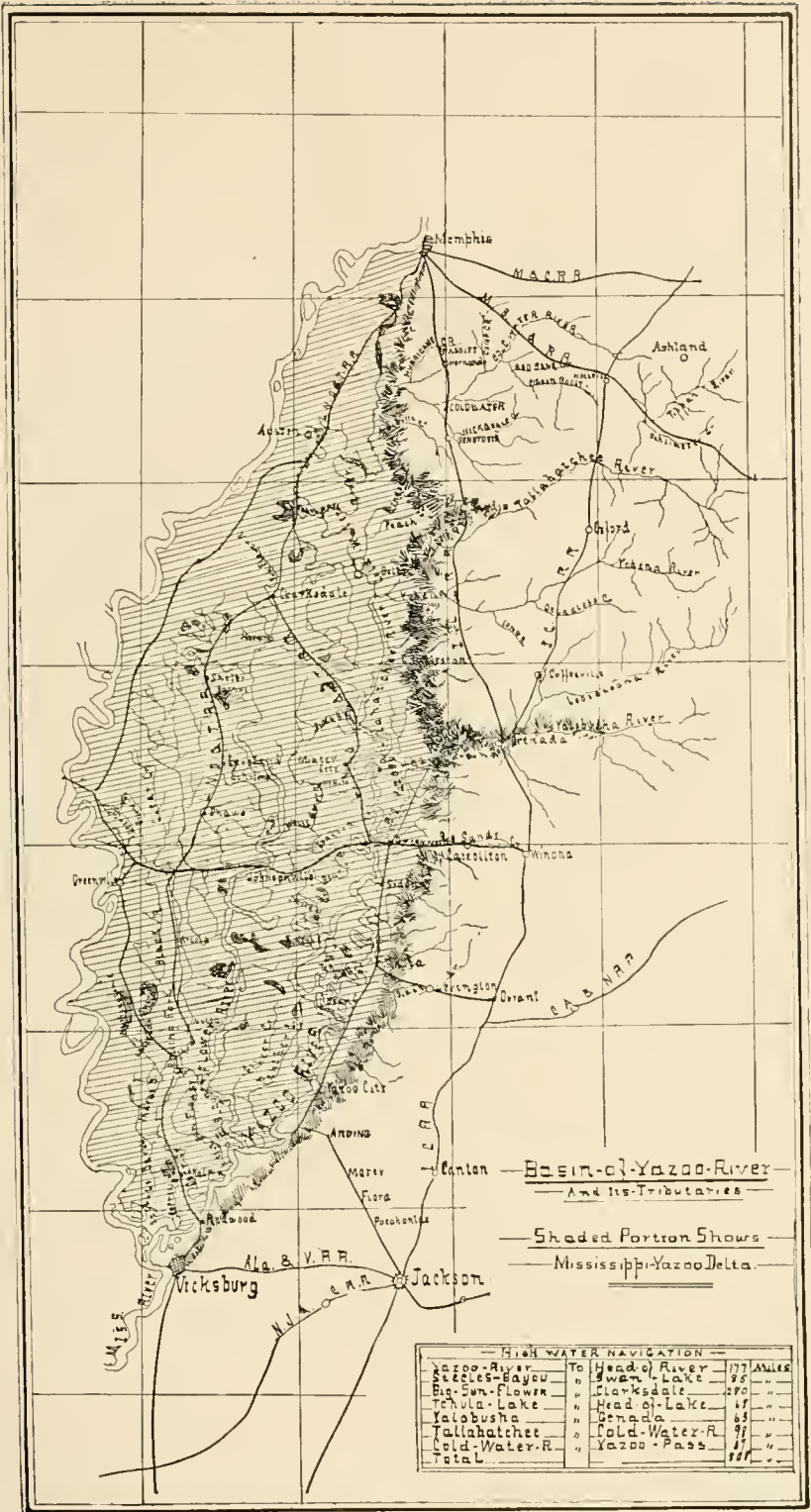
VALUE AND USES OF THE TIMBER.

But a little calculation is necessary to show the magnitude of these figures. Taking the minimum yield of 5,000 feet per acre, for a basis, it gives us 18,750,000,000 feet as the Delta's supply of timber—quite a pile of firewood, enough to keep the toes warm of every man, and woman and child living in the North, for many a long moon to come. Of this, two-thirds, or 12,500,000,000 feet, may be classed as choice hard wood, worth, cut, at any mill, for shipping or home purposes \$15 per 1,000 feet. This alone in round numbers amounts to the respectable sum of \$187,500,000. But we have still a trifle of 6,250,000,000 feet to our credit, made up of cottonwood and other woods. This, allowing for some of it to be second class, would make a market value at the mill of not less than \$10 per 1,000 feet, or another \$62,500,000, which added to the former sum, swells the monetary value of the Delta's timber crop to \$250,000,000, an estimate which is more likely under the mark than over it.

Eighteen billion feet! The mind can scarcely conceive what a vast mass of timber this is. Cut into inch planks 34 feet long by 12 inches wide, and stacked close together, 7 feet high, it would cover 11,707 acres. If these planks were laid three abreast and end on they would form a continuous sidewalk three feet wide and 1,183,710 miles long. Placed singly they would reach 141 times around the world. Cut up into railway ties 8 feet long 6 by 8 inches, it would make 586,000,000 ties. Allowing 3,520 to a mile, this would build a railway 160,000 miles long. Made into firewood it would represent 146,500,000 cords, sufficient to supply the State of Mississippi, at the present annual consumption, for 240,000 years. Cut into boards, and allowing 10,000 feet to a car, to transport this mass, it would require 1,875,000 cars. Counting 40 cars to a train load, it would make just 46,885 such loads. Counting the length of a car at 34 feet, these would form a train of cars 10,180 miles long, and so we might go on.

Of the varieties of Delta timber, that we have enumerated, the most valuable for shipping purposes are quarter-sawed white oak, cottonwood, cypress and ash and locust.

The sterling qualities of Mississippi oak, the beautiful finish it takes, are generally understood everywhere. There are twelve varieties; six of the twelve varieties of oak are good for staves, and there is a wheel made from the water oak that has been running over forty years in the Delta. Of the two varieties of locust the black locust is the best post-timber in the world; the broad statement is made that it never rots. Cottonwood



also needs no eulogy, but a word about the cypress will not be out of place. To the Southerner it is the wood of woods, on account of its practically indestructible nature; a quality up till quite recently ignored in the North. Boat builders now use it to a considerable extent. Many of the small boats belonging to the men-of-war of the United States service are constructed of cypress; much is used for water tanks, sugar-coolers, and cisterns on account of durability; some enters into the construction of houses and house finishing, it being excellent in ceiling, and large quantities are made into shingles and railroad cross-ties; some claim that shingles properly prepared will last one hundred years; they are certainly very durable. Wood taken from submerged swamps, which has been in contact with decaying influences of mud and water for untold centuries, is found to be in an excellent state of preservation. Cypress logs have been taken from the soil deep under New Orleans in good condition. Evidences are abundant and conclusive in regard to the lasting properties of the wood; hence, it is gradually creeping into use more and more every year. Already it is being used in many fashionable houses in New York and other cities, and in the near future the demand for it is likely to be greater than the supply.

There are several varieties of ash: The cane ash is very tough and is used for making oars and agricultural machinery; the black ash is consumed in great quantities by furniture factories; the blue ash is a beautiful variegated wood, and the swamp ash is converted into pump timber. Four kinds of gum grow in the Delta—the Tupelo, which is so soft and light that it can be compressed and moulded; the white; the red, which imitates mahogany closely, and the brown gum, which is called "satin-wood," and is used for veneering the interior of the finest passenger coaches.

There has sprung up recently and is slowly increasing, an export demand for persimmon logs. This is used for shoe lasts and loom shuttles, it having a fine grain, which does not work up rough when used against the grain. Of this lumber there are two kinds, one, the white, which is used for exporting and the other, the yellow, which is of no value as a commercial wood. There is a fair amount of each kind growing in the Mississippi Delta. There is but very little difference in appearance between the two kinds when growing in the forest, and experience and observation is required to distinguish one from the other in the rough.

Another kind of timber which has come into export demand is pecan. A leading lumber man in the Delta, recently received an order for 40,000 feet of this lumber for export, for what purpose to be used he did not know. He found some difficulty in filling the order, owing to the unwillingness of the mill-men to cut and work it, it being a timber to which they were unaccustomed.

NEW INDUSTRIES.

Yet another important item in the development of the lumber business in the Delta is the steady coming to this section of the smaller woodworking shops and factories. The coming of the large ones, the big car works, the syndicates with their hundreds of workmen and extensive plants, building up villages of their own, is all well, it is "a big thing" for the country, but better than these is the constant coming in of small industries. The advent of these industries does not call for as much local rejoicing, so many headlines in the morning paper, but it does very much to build up the villages and smaller towns and relatively bring more money and enterprise to the village or cross-roads hamlet, than does the large plant to the city. As the country is the bone and sinew of the nation, so these small wood working industries are the strength of the lumber interest.

The people of Vicksburg and the Delta generally, are alive to this, and through organized bodies, such as the Board of Trade, and the efforts of individual citizens are continually seeking to place before investors the Delta's remarkable advantages. The result of this continued agitation and advertisement has awakened a brisk line of enquiry from the North, and within the last six months has led to the establishing of a broom factory, and a match factory, the latter as already stated, being so far as the writers know, the first and only one in the South.

The belief has become current, that when the saw mill trees have been cut away, that nothing of value is left. On the contrary, the work of production is only ready to begin. The loss of the falling tree, generally left by the mill operator, can be cut into cord wood and sold for domestic purposes, or burnt into charcoal. That portion of the tree which is left on the ground, being the upper and near the limbs, too small for saw logs, can be cut into posts or cross ties.

The fallen timber and the defective trees not suitable for mill purposes will yield in wood three to seven cords per acre. After these items are taken into account, there still remains an abundance of standing small timber to make rails for fences with, and thus the forest acre bereft of its big trees, still contributes to the cost of its own clearing and fencing, and deposits from \$2.00 to \$3.00 additional in the pocket of the owner.

These lands when cleared yield a good crop the first year. The second year the



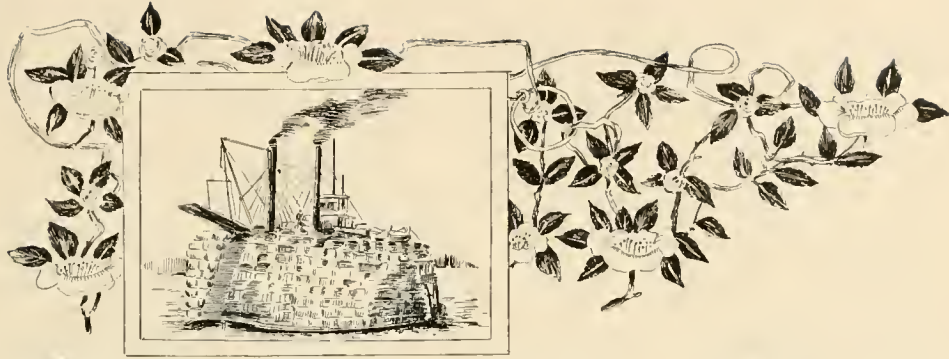
ground enjoys a full-tide harvest. It is upon lands of this kind, once covered with timber, that the enormous crops of cotton and corn that justly make the Delta famous, are grown.

Let the reader look about him and see what an important part lumber and wood play in the intricate drama of commercial life. Then let him reflect how indispensable are the fruits of the farm, the orchard and the garden. After he has done this, a clarified vision will reveal to him the prodigious possibilities of the forest region of the Delta. He will wonder how it is that these lands are selling after the saw-mill trees have been cut away at the pitiable price of \$3.00 to \$5.00 an acre, when even the rubbish left upon them is worth more.

With a wasting wealth of fuel to supply cotton factories alongside the cotton field, or canning factories at the gateway of the truck farm, and sash and door and wood finishing plants alongside the mill, there does not remain an abiding obstacle to success and fortune. In one and the same vicinity are combined all the needful elements of a prosperous rural and industrial community. The balmy air, fragrant with the perfume of sweet smelling grasses and trees, that life-preserving ozone so coveted by the invalid, add to the attractions of this region. Its limited white population commends it to the white settler. Nothing stands in the way of the early development of this great and hitherto neglected section, except the lack of knowledge regarding its real merits. The Delta needs 1,000,000 frugal, enterprising, industrious and intelligent farmers who will strike hard blows with the ax and hoe; who will follow the plow, drive the wagon and reaper, sow their grain, plant their orchards, gather their fruits, and who will not be ashamed to be seen doing all and every kind of work demanded for the successful prosecution of their business. In other words, it needs intelligent farmers who are not ashamed to work, and who will save a part of their earnings for future investment. This is the force that will vitalize this boundless section into abundant streams of prosperity.



A PLANTER'S HOME, BUILT ON AN INDIAN MOUND.



PRODUCTIONS OF THE DELTA

CHAPTER V.

Almost of a surety, if a farmer in the Delta was to be asked what his farm would grow, he would reply "everything," and there would be less exaggeration in this sweeping statement than would appear on the surface of it. The reason for this is not far to seek. It may be expressed in one word, climate! For here is a section of rich country which may be said to lie on the verge of the temperate and tropical worlds—where the chill of winter winds, and the fierceness of the torrid heat are not known; where the prolonged spring, the fruitful summer, tempered with the soft, pervading cooling breeze, the genial bright and sunny fall, and uniformly mild and gentle winter, seem specially ordained by nature to work hand in hand with a prolific and ever yielding soil.

The lands of the Delta will produce nearly all the crops and fruits of the Middle, Northern and Southern States, and in addition, a great variety of semi-tropical fruits and vegetable. The settler may turn his attention to almost any crop with equal hope of success. For instance, he may raise cotton, tobacco, sugar, indigo, hemp, jute, etc.; or rye, corn, oats, rice, beans, peas, etc.; or Irish potatoes, sweet potatoes, yams, turnips, beets, cabbages, egg plants, squashes, etc., or strawberries, melons, tomatoes, cucumbers, etc., or go into fruit, as peaches, apples, figs, grapes, plums, pecans, etc. All crops whether of fruit or vegetable, mature so much earlier than further north, that the producers receive a threefold price as compared with other parts of the United States.

Yes! it will grow everything—and why?

A little research among meteorological reports, show a preponderance of advantage in favor of this section with which it is not usually credited. In Vicksburg, for instance, and indeed in the Delta generally, the uniform summer temperature is 80 to 85 degrees, rarely reaching over this and then only 90 to 92 degrees. The maximum temperature in summer may be certainly placed at 95 degrees, and the minimum temperature in winter at 25 degrees, with an average not below 45 degrees. In Mobile, Ala; Galveston, Texas; St. Augustine, Florida; Charleston, S. C.; Savannah, Ga.; and New Orleans, La., the extremes of temperature in summer and winter, range much in excess of these figures.

Well then may all murmurs cease and discouragement give way to praise, when from Florida on the east to California in the west, there is not a country blessed with a more equable climate. But we can go further than this. The countries of the Mediterranean—that land of grapes and olives—sung in song, told of in story, possess greater extremes of heat and cold than this Delta of ours, and we have the facts to prove it. Here for the reader's consideration, is an authentic record of temperatures of all the prominent fruit and garden growing districts of sunny Southern Europe:

PLACE.	Maximum in summer months.			Minimum in winter months.		
SHORES OF THE MEDITERANEAN.						
Spain :	<i>Degrees.</i>			<i>Degrees.</i>		
Malaga.....	100	107	109	32	35	38
Cadiz.....	97	99	103	35	36	39
Valencia.....	97	98	109	19	27	32
Almeria.....	92	97	.....	37	43	...
Portugal:						
Lisbon.....	97	99	100	31	32	34
Oporto.....	95	97	100	...	31	...
South France:						
Marseilles.....	92	95	.....	23	24	26
Nice.....	92	...	...	25	27	29
La Sauve.....	96	99	101	16	18	23
Italy:						
Genoa.....	89	90	...	24	36	...
Naples.....	95	99	...	27	32	...
Rome.....	95	97	98	16	21	26
Greece, Athens.....	102	105	105	20	21	26
Syria, Beyrut.....	91	94	98	41	43	48
Egypt, Alexandria.....	95	96	101	55	46	48
Africa, Algiers.....	97	100	106	34	36	37
ISLANDS OF THE MEDITERANEAN.						
Cyprus, Larnaca.....	98	107	.....	30	35	...
Sicily, Palermo.....	100	108	112	30	31	33
ISLANDS OF THE ATLANTIC.						
San Miguel, The Azores.....	83	84	86	41	42	..
Teneriffe, Laguna.....	101	104	106	37	38	...
Maderia, Funchal.....	86	89	90	43	44	46
Bermudas, Hamilton.....	93	94	..	40	43	...

From the statistics it will be perceived as we have stated, that with the exception of a few isolated islands, all the continental places of gardening have as great and greater extremes of cold than the denizens of this favored locality. This portion of Mississippi therefore ranks fully equal in climate with sunny Europe, and many, many times its value in diversity of products and material.

Though it may seem outside the province of this chapter, let us also take a glance at the statistics of the climate of the continent of Asia, gained likewise from official sources:

PLACE.	Maximum in summer months.			Minimum in winter months.		
China:	<i>Degrees.</i>			<i>Degrees.</i>		
Hong Kong.....	91	92	93	41	42	44
Za-Ka-Wei.....	96	99	102	12	15	26
Japan, Tokio.....	95	95	96	15	17	19
Australia:						
Melbourne.....	109	110	111	27	28	31
Sidney.....	93	96	97	40	42	...

In the Asiatic climate, we have again a most favorable comparison for this section. In Japan there is nearly a similar summer temperature to this, but colder winters, and at Melbourne, Australia, and Hong Kong, China, almost similar winters exist. We avoid the extremes of summer heat of Australia and extremes of Japan. Surely, in such a climate

as this, there must be something of more than unusual value. What is it, and what is its worth?

Some of the advantages possessed by this climate are these:

1. A ceaseless season of growing crops. There is hardly such a thing as set seasons for using the ground. When done with one crop, immediately use it for another. Winters are used to grow winter crops; spring for others; summers, other crops still. The ground is never frozen, and the plow and seed-sower are used the year round. Two crops are frequently gathered from land in one year, and by judicious use four successive crops can be raised on the same ground. The possibilities of agriculture in this latitude can hardly be exaggerated. For example, it is perfectly practicable to plant a crop of potatoes in December or January, harvest the crop in May, plant corn in the same ground, followed by potatoes in August to be harvested in October, leaving the soil free for cabbages or turnips until January again.



COMING INTO TOWN FOR SUPPLIES.

2. Our seasons are earlier. A full month's difference in planting exists between the climate of this section and that of northern Texas, and still another period of two or three weeks yet is added to this for the climate of southern or middle Kansas or Colorado; crops that are gathered there in August are gathered here in June, and other crops gathered here in the the spring before their planting begins. We have a prolonged spring season which includes all the springs from here far north for over 800 miles, which begins here in February and does not end until May. When the September frosts cut down the garden crops and the vegetation there, we go on with our seasonable work regardless of care and of cold, and our first notice of any slight change is the first light breeze from the north in November, or later yet. Christmas is always green.

3. An immense advantage is the prolonged growing season for vine and tree growth. Nearly all vines and trees, with other things equal, will make double the growth here as com-

pared with any locality North, *i. e.*, one season here equals nearly two there. For trees there is hardly any rest. If the leaves should fall in December, the trees spring into life, new bud and growth in February. Nature hardly dies. It takes a resting spell and then travels with accelerated speed. If you plant a cutting to-day, it is a tree the first year and you can sit under the shade of the leaves. It is possible to plant cuttings of cottonwood, the united growth of which the first year will exceed 40 feet. You may plant cuttings of figs, hardly one-half inch thick and ten inches long, which will mature from ten to fifteen feet of wood, and the trunk at the base be as large as your wrist. Give a tree its proper advantages and you will be astonished at its growth.

4. A great advantage of this section is the prolonged season for marketing. Growers have markets around them north of them for hundreds of miles, and the cry for vegetables is early and late. From February until June and July you can sell something constantly or ship something away somewhere. As fast as the near-by markets are supplied the next farther north are ready for early produce and the wave of demand swells and moves farther and still farther north. Unlike other sections on the Atlantic coast, where each grower has but two or three weeks at a time to market his crops, here it is a constant demand and shipment from early spring until late.

CORN AND OTHER CROPS.

Of course, the first and most important is cotton. This has already been treated of, so we will pass it by, without further comment than to say, the Delta can and does raise, more of the fleecy white substance to the acre, than any other part of the world.

Next in importance to cotton comes corn. The lands of the Delta are especially suited to the cultivation of this crop, and more productive than those of Illinois or Iowa. Corn may be planted here in February, and good crops are often grown from lands from which oats or wheat has been harvested, and the planting delayed as late as June or even July. When planted in July the corn has still more than three months before it can be injured by frosts, and so with favorable weather for six weeks after planting, a crop is assured. It is no uncommon occurrence for a planter in the Delta, to raise sixty bushels to the acre, while on selected ground the yield reaches even more than one hundred bushels. Corn in the Delta, is getting to be as staple as cotton in a way, every colored person who has any land at all, raises enough for his own home consumption, to last him through the winter, with some to peddle out to the nearest market as well.

It can be raised with the most slovenly cultivation, ground plowed three inches deep with one small mule, when it should be plowed eight.

WHEAT grows as well here as in Ohio or Wisconsin, and is of good quality. Before the war, much of the flour consumed in the State, was made from wheat grown at home, but at present prices other crops are more profitable, except where the wheat can be grown as an incidental crop to occupy the land during the winter. The average yield of the wheat grown in the Delta, is about 35 bushels to the acre.

OATS may be sowed at any time from October to March, and when sowed early make the best of winter grazing. The yield is usually less than in some of the Northern States, but the crop makes such excellent pasture that it is valued highly for winter feeding, and as it can be grown when the land would otherwise be idle, planters are fast recognizing its importance and increasing its acreage.

RYE and BARLEY are also grown for winter pastures, but not as largely for grain as farther north.

SORGHUM is grown very generally all over the Delta, and thousands of barrels are annually shipped to the markets of the North. Nearly every farmer in the Delta has his patch of Louisiana sugar cane, an acre or two for home consumption and the local market. Very little of this is converted into sugar, but from 300 to 400 gallons of superior syrups are produced to the acre, and the surplus finds a ready sale at good prices, often bringing in to the farmer as much as \$200 per acre. One acre, well prepared and moderately enriched, planted in Louisiana sugar cane, will yield more molasses, and of the very best quality than any white family in any county in the State will use in one year.

RICE is an important grain crop which is planted in some portions of the Delta, but not to any great extent. When it is grown the yield is from forty to fifty bushels per acre. One-eighth of an acre of rice will be ample to supply the table of any white family for one year, and in addition, will pay the toll for cleaning it at the mill, etc.

HEMP is another crop which finds just the soil and climate which it needs in the rich bottom region of the Delta. Its cultivation there is of recent introduction, but the small plantings and experiments that have been made there during the last three years have been so encouraging that a factory for working it is now being erected near Greenville, where a large acreage will be planted during the coming season.

In fact, there is scarcely any field crop grown in the Northern States which cannot be grown with even greater success and less cost in the Delta. Cotton has been the leading crop so long that it has overshadowed many other crops of greater profit, and it is

thought by many who have not examined our possibilities, that Mississippi can grow nothing but cotton—a mistake into which even some of our own planters have fallen. With cotton bringing \$100 per acre, many of the planters forgot that they could fill their corn cribs and smoke-houses at almost nominal expense and so imported nearly all their supplies, including even hay, which was fed to the mules which raised the cotton. The decline in the price of cotton, however, has taught them to look more closely after other crops, and they are finding that they are not only able to supply their own needs, but that these formerly neglected crops are often the most profitable part of their farm.

FRUITS AND VEGETABLES.

Fruit raising as a vocation was hardly known South until after the war. Before the war, many had their orchards of one fruit and another; but it would have been considered then, utterly petty and contemptible to have raised fruit and sold it—as beneath any gentleman. Thirty-five years ago this was precisely the view almost all through the South. Now who shall tell of the development of Mississippi in fruit culture? Who can fix its boundaries? Who can depict the transformation scenes of the trackless woods, with peach and pear orchards—with groves of luscious figs and plums. The raising of early vegetables for shipment to the Northern market could be made as profitable an industry in the



STARTING TO CHURCH.

Delta as it is to the farmers in the hill lands, where it has assumed extensive proportions, and won for them an enviable reputation in the markets of Cincinnati, St. Louis, Boston, Chicago, and even Denver.

Mississippi strawberries and tomatoes are known in every little town and cross-roads in the North, and indeed in many Northwestern States, the first herald of approaching spring is the arrival of Mississippi lettuce and peas, which have been grown here in the open, while our distant customers were shoveling snow.

In the Delta strawberries, tomatoes, cucumbers, beans, peas, cabbages, lettuce and Irish potatoes, can all be raised to yield wonderful returns, and no tangible reason can be given why the farmers here have not long ago embraced the opportunity to replenish their bank accounts, unless it be the want of ready and reliable transportation facilities, now supplied by the Illinois Central Railroad system and its numerous branches. This road has done everything in its power to promote truck gardening, offering cheap and fast transportation from each of its numerous stations. There is but one reason for the failure to embrace these offers—the people have sense enough to know that they are not familiar with the business. It might be added that they are otherwise profitably engaged.

APPLES.

It cannot be said that very much attention has been given to the raising of apples, though they unquestionably do well here, and are extremely profitable, as the supply is much less than the home demand. The trees here may not be as long lived as at the North, but they come in earlier, bear more regularly, and the fruit is of the best quality. Early apples might be shipped quite largely, as they would reach Northern markets in advance of those from any other section, and so command high prices. Winter varieties, however, are generally more profitable, as they always find a home market at much better prices than are paid at the North. During the winter months apples in Mississippi sell higher per bushel than do oranges. The owners of old apple orchards are more than satisfied with their investments, and the planting of new orchards cannot fail to be a profitable investment.



PEARS.

For many years, pears in great varieties, notably the Le Conte, have been the favorite incumbents of the orchards in the southern and middle portions of the Delta, and are found to succeed well. Standards have been extensively planted of late years. Among these the Bartlett has so far proven the most satisfactory. The rapidity of its growth, the small amount of capital, labor and time, required to secure bearing orchards of any extent, its wonderful prolificness, and earliness of ripening, should make the production of the pear a popular investment in this portion of the State. At the time of writing, as fine a looking pear as could be seen in the most favored localities of the United States, can be bought daily on the streets of Vicksburg for 60 cents to \$1.00 a bushel, or 25 to 30 cents a peck. They are not small either, but large and juicy, and one of them is quite as much as any person would care to eat at a time.

There are orchards in the Delta, that have given from \$3 to \$5 per tree in ten years from planting, and many smaller orchards have given even better cash returns. The price seldom deviates, for the quantity of first-class pears has never yet been known to glut the market. California Bartletts begin to arrive in New Orleans the latter part of July, and from that time until the middle of September are very abundant in the market, yet the price keeps up all the time, to from \$3 to \$4 per bushel.

PEACHES.

This fruit grows well in all parts of the Delta, though it has not been cultivated to any extent for shipment, except in Sharkey county, where there are several large orchards, yielding remarkably fine fruit, Chinese clings freing a pound each. Almost every plan—no matter how small, has a sufficient



quantity weighing and farm number of trees on the place to yield them all they require for preserving and eating purposes. During the season, from June to October, large quantities are brought into the city of Vicksburg

and sold from wagons. When first in, like all other early fruit, they command a ready sale at high figures, and fetch from \$3 to \$4 a bushel. Along in the early part of the fall though they may be bought for 25 cents a peck, and even less. The varieties most successfully grown in the neighborhood of Vicksburg are the Beatrice, Mountain Rose, Elberta, etc.

PLUMS.

Many varieties of plums are quite extensively raised, and there is not a shadow of doubt that fruit of this kind can be grown on selected land that will command the highest fancy prices in all foreign markets. In their wild state, plums abound all through the Delta in great profusion; and riding along the roads it is a common thing for the traveler to pull up his horse by the side of a plum patch that fringes the highway and then regale himself to his heart's content, filling a sack, a bucket, or any receptacle he may have with him as well, if he chooses. On the whole, but little attempt has been made to cultivate the finer varieties, except on the part of a few of the most progressive farmers. These have been well rewarded by fruit of more than ordinary size and excellence, especially suited for profitable shipment to the North and New Orleans, and the writers are credibly informed that this season many hundreds of new plum trees have been set out within a five miles radius of Vicksburg. Varieties that are known to do well are the the Kelsey and others of that type.

GRAPES.

Grapes of the American hybrid varieties, obtain their greatest perfection in the foothills east of the Delta, and can not be excelled elsewhere east of the Rocky Mountains. In the Delta itself, they have been known to grow with equal avidity, and are looked upon as one of the standard fruits. The seasons here are so long that the vines make double the growth they do in the north, they never require protection from winter freezes, and the latest ripening sorts never fail to reach maturity. If the vines are cared for, they will often ripen five pounds of fruit in eighteen months from planting, and such is the vigor of their growth, that they are not injured by producing such crops while still so young.

Vines grow much larger here than in the North, and bear with correspondingly increased abundance. The leaves are not injured by mildews, and the fruit seldom troubled by the black rot, or by insects.

FIGS.

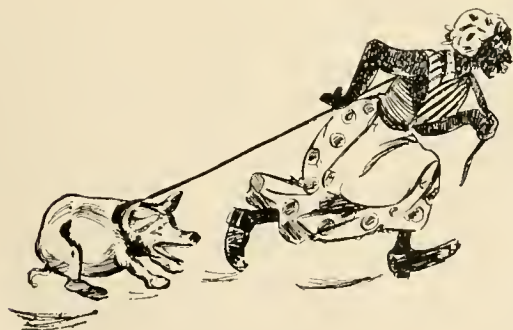
Among the varied products of the Southern orchard, none offers greater possibilities to the grower than the fig, which, although a semi-tropical fruit, is a sure crop in the southern half of the Delta. The tree grows rapidly, beginning to yield a crop in the third year from planting, is long-lived and has no insect enemies. It is propagated readily by offshoots from the parent tree, and having the peculiarity of fruiting on the wood of the same year, is not affected by late frosts as are other fruit trees. The bearing season is of long duration and the yield is enormous. Fruit in all stages of growth is seen on the trees at the same time. The fig cannot be shipped in a fresh state, but the demand for it when canned or preserved is immense, and has led canneries to give very high prices for it, ranging from 3 to 5 cents per pound, or from \$2.40 to \$4 per bushel. When it is considered that aged trees have been known to yield a peck a day for weeks at a time, the profit, even at the lowest figures named, will be seen to be large.

STRAWBERRIES.

This is a fruit that has never been cultivated for profit in the Delta, but is said to do well on the lighter soils, near the streams. Remarkably fine berries are grown near Vicksburg, but so far not in sufficient quantity to supply the local demand. It is not unusual to have a second crop in the fall, and these berries are of fine quality.

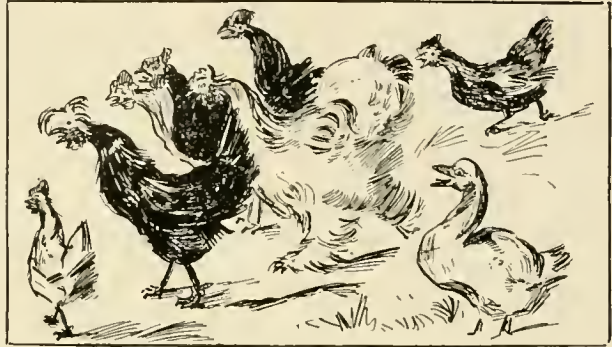
TOMATOES.

The tomato crop of Mississippi is a very respectable feature of the State's horticulture, and the annual shipments are increasing. Truck-growing being in its infancy in the Delta, this crop has never been grown to supply the shipping demand. In common with all other garden products, however, tomatoes are unusually productive in this fertile section, and a yield is obtained without the use of fertilizers that would be considered prodigious in ordinary soils under the most favorable circumstances. From June until September they are bought daily in Vicksburg by the basket and the bushel full, but are never so plentiful that they do not fetch fair prices.



PECANS.

The native nut tree of the Delta is the pecan, which is to be found everywhere and in many localities constitutes an important portion of the forest. Its nuts are a valuable food for swine, and for many years no other use was made of the nut, except that small quantities were gathered for home consumption. Of late years they have been gathered and sent to market by thousands of barrels in a single season. The native variety, though of fine flavor and having consequently a good market value, is small and less profitable than the large Texas pecans. These have been introduced many years ago and are perfectly at home in this climate. They are more productive than the common variety. Within the past decade some land owners in the Delta have set out large plantations of the Texas pecan, which are doing well and will come into bearing in a few years. Mr. O. S. Robins is one of these growers and his grove, many acres in extent, is in Sharkey county, near Anguilla on the Valley route. In Madison parish, La., Mr. Sam James has several hundred acres in Texas pecan trees, and will have a prodigious income from them when the trees come into bearing. This is a matter of considerable time, from seven to ten years, but for several years the land may be cultivated in other crops, or the trees being set at a good distance, may be used as a pasture. When once established a grove will increase in productiveness annually and should continue so for generations, the trees being of remarkable longevity.



IRISH POTATOES.

In its endeavor to secure the diversification of agriculture in the Delta the Illinois Central system has been especially successful with respect to Irish potatoes. The principal seat of the industry at present is Coahoma county, where a very large acreage was planted this season. The crop was abundant throughout the Delta and brought good returns. The total shipments were something over one hundred thousand barrels, of which the greater part came from Coahoma and Bolivar counties. One grower in the former county sold his crop of three hundred acres at a net profit of ten dollars per acre, as he did also in 1894. Potatoes thrive in all portions of the Delta, in fact in any part of the State, or of North Louisiana. One of the largest growers in the South resides in Madison parish, La., almost in sight of Vicksburg. His annual crop is about five thousand barrels and he always makes a crop of corn on the same land, after the potatoes are gathered. The yield ranges from one hundred and fifty to two hundred bushels per acre and is often in excess of the latter figures.

SWEET POTATOES.

One of the most valuable crops in the South, whether for shipment, home consumption or as a food for stock of all kinds, but especially hogs, is the sweet potato in its numberless varieties. Many of these are known as yams, but any botanist knows or should know that the yam is not grown in the United States, nor is it a desirable vegetable by comparison with the sweet potato. The plant is propagated by means of slips or sprouts from the potatoes. Later in the season cuttings are planted, also with good results; the culture is simple and inexpensive and the yield enormous, from three hundred to six hundred bushels to the acre. There are, as previously stated, many varieties, some excelling in productiveness, others in sweetness and flavor. It is a curious fact that the potato most approved in the North, a dry or mealy variety, is not at all liked by most Southerners, who prefer a soft, sugary potato. There are early and late varieties, some maturing in July and others in October. None are shipped to markets in the North.

The possibilities of the sweet potato as a food for stock are scarcely fully recognized here. Six hundred bushels would weigh eighteen tons and represent more nutritive value for their weight than perhaps any root crop grown. Hogs thrive on them and they make excellent pork at very small cost; cattle and horses also appreciate them highly and in

many portions of the State are fed to some extent on them. The fact that they may be left in the soil with perfect safety from frost until Christmas is a great advantage in feeding them to hogs, as it saves all the trouble and expense of harvesting. Persons who have experimented with this manner of feeding say that better results are obtained than if the crop is gathered and fed to the animals.

STOCK BREEDING.

The kindred branches of horse and cattle breeding, dairying, sheep-husbandry and hog raising, which really merit description by experts, will be presented here from the standpoint of an observer acquainted with the results achieved but not, except in the most general manner, with the methods adopted. These pursuits have always had their followers in Mississippi as adjuncts to the general business of farming, but not until late years has any one of them been adopted as a specialty by breeders. Being greatly addicted to horsemanship, the people of Mississippi at an early day introduced the American thoroughbred, but the native stock of horses showed comparatively few signs of admixture with this strain and until within a few years Warren county—and the same may be said of the Delta and of north Louisiana—paid little attention to either horse or mule breeding. The pressure of declining prices for cotton, however, finally turned the scale. Planters found, as the result of many experiments, that a promising colt could be reared at little more expense than an ox, excellent sires were introduced and liberally patronized, brood mares were purchased and at present few plantations are without their quota of well-bred, stylish-looking horses, native to the soil, while native mules are also numerous. Such pursuits are immensely favored by the abundant and almost perennial supply of native grasses. Cane grows everywhere, in the lowlands in dense brakes, in the uplands on nearly every wooded hill-side or creek-bottom, and affords a rich pasture all winter long.



The pasturage in winter may be increased in value by the cultivation of rye, which is scarcely affected by the coldest weather, and of several winter grasses. The dreary season is of such brief duration in this latitude, however, that the laziest cultivator may provide himself with an abundance of dry forage to meet its exigencies. The first mild days in March suffice to start the herbage in any pasture—Bermuda grass, white clover and lespedeza—and a late frost rarely checks its growth for more than a few days. A Bermuda grass pasture will probably feed more cattle to the acre than any other in the world. Stimulated by a Southern sun, it sends up its spears by myriads, in rapid succession. Meadows of this grass are mowed several times in a season.

Cattle, in the presence of such pasturage, are generally left to make their own living on the range and attain early maturity and good size under such lack of care. Large numbers of cattle, however, are now fattened for the Northern market, generally near the larger towns and in the vicinity of cotton seed oil mills, whose products are their principal ration. It has been found that cotton seed meal and hulls with some additional rough forage, produce very superior beef and in a short space of time. In this manner thousands of cattle are fattened annually near Vicksburg, to say nothing of other towns, and still more will be fattened the coming season. These beeves are bought off the range, at low prices, and herded on pastures near the city.

It is said that no pursuit introduced within the past quarter century has made greater strides in Mississippi than that of dairying. Native butter-makers now supply a large part of the city demand, furnishing butter of very superior quality, for which they obtain remunerative prices, usually from twenty-five to thirty cents per pound. A successful dairyman in this county markets from sixty to seventy-five pounds of butter weekly at these figures and is credited with paying all the expenses of his considerable farm in this manner and with the aid of his garden. The introduction of Jersey and other fine dairy cattle, now of many years standing, has vastly improved the dairy stock of the State. Grade Jerseys and Holsteins are to be found everywhere. The Delta has some fine representatives of the Jersey family, but Warren county has one of the largest herds in the South—that of Dr. W. E. Oates—which is known to breeders all over the United States, being of the bluest-blooded ancestry. Here, as elsewhere, the Jersey is the queen of butter cows, and crosses with the native stock, itself not without merit, are very superior milkers.

Sheep husbandry in this section is confined to small flocks, chiefly raised for mutton. Southdown blood, introduced under the old planter's regime, may be detected in

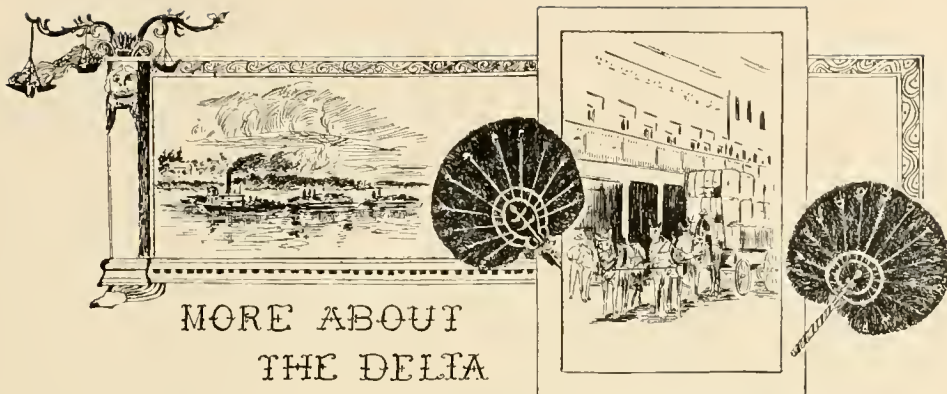
the majority of sheep brought to a Vicksburg market. They are small in size, but the mutton is of very superior flavor and is highly esteemed by epicures. It has been suggested that spring lambs might be raised with profit for the Northern market, but no shipments are reported. The local demand is large and growers say profitable. The wool clip is of no considerable proportions, little attention having been given to this branch of the industry. Sheep owners agree in stating that there is money in the business.

A country where hogs can pick a good living the year round on the range is certainly one that should abound in swine. This is certainly the case in the Delta, and this woodland meat is especially toothsome, being juicy and of a true gamey flavor. In the olden time, few planters failed to cure an abundant supply of bacon, for use on their plantations, and Southern hams are well known to epicures in this latitude. The high price of cotton immediately after the war and the predatory habits of the negro, discouraged the production of pork, but a wonderful change has been wrought by the low prices obtained for cotton of late years, and observers report more hogs in the country at present than at any time since the war. The increased attention paid to the corn crop is partly responsible for this change, but it has been a theory of planters for many years that this country can produce pork more cheaply than the West, and they have had every motive to try the experiment.

It is a fact that excellent pork can be produced by feeding corn for a few weeks to hogs that have made all their growth without costing their owners a penny, and this is especially the case in the Delta, where mast and succulent herbs and grasses are very abundant. Dealers report a steady decrease in their sales of Western meats, and large quantities of hogs are now marketed in the towns. The abundant corn crop of the present year (1895) is expected to produce a surplus for shipment. In any event there are few among even the negroes in the Delta, who are not fattening hogs for next year's food supply. Hog raisers in this latitude have several great advantages over their Western competitors. The winters are so mild that less food is required, there is good pasture nine months in the year, and what with field peas, potatoes and other cheap food crops, the Southern grower can put a fat hog on the market at a little more than a third of the outlay that a Northern porker would represent.

That a great future lies before the Delta in all the foregoing pursuits no one will question, who will acquaint himself with the facts, and weigh them justly and without prejudice.





MORE ABOUT THE DELTA

CHAPTER VI.

One of the first and most important of all questions, to the settler, is the price of land.

"Can it be bought so cheap?" he asks.

We would reply, perhaps the most striking advantage of the Delta, and the same may be said of the whole of Mississippi, is in its cheap lands. The shrinkage in the value of lands in the South, by reason of the war and its correlative, the abolition of slavery, is past computation; and yet their productive power, their intrinsic value remains the same. There are lands for sale in Mississippi ready for the plow, in vast area—thousands—millions of acres, that can be had for one-fifth to tenth their value before the war.

In the Yazoo Delta there are hundreds of thousands of acres of fine wood land, absolutely undescrated even by the superficial tillage of the South—virgin soils the richest in the world. These can be had at merely nominal prices and await the thrift of the new husbandry to be inaugurated with all and more than the cheapness of a new and unsettled country, with all the advantages of climate and thicker population, and the other incidents of civilization in schools and churches, railroads, a settled state of society, low taxes, competing modes of transportation, etc.

Yes! Land is cheap and can be bought in the Delta or Warren county, to-day, for a song, looking at what it produces and the return it will pay on the investment. But wait a little while. A few years hence there will be no such bargains, or else signs utterly fail.

Good improved land, convenient to schools, churches and railroads, can now be purchased for from \$10 to \$15 per acre, while wild lands with more or less timber on them, may be had at half these prices. The greater number of farms now on the market are the result of dividing up the large plantations, and as few of the present owners wish to leave their homes, a number of the farms for sale may have but few good buildings or improvements beyond their fences. As a rule though, tracts of 100 acres for sale—if it is improved land at all—usually have cabins for laborers, and one good dwelling house and other out-buildings, gardens and orchards. Such lands as these convenient to a town or settlement and railroad, command anywhere from \$8 to \$20 per acre, and at such figures "cheap" is scarcely the word for them.

To use an old argument—is not an acre of land in Mississippi, that will produce all and much more than an acre in Illinois, Ohio, or New York, with products as valuable, and yet which sells for the above pitiable figures, worth quite as much for production as an acre that sells from thirty to one hundred and fifty dollars per acre? The enhancement in the value of land—its selling price—is only a question of time. Has not diversified farming, market gardening, stock raising in all its branches, and dairying, proven not only practicable, but profitable and easy, in all parts of Mississippi. The immeasurable benefit of multifarious industries is the promise of the future. These are some of the benefits that make our lands in reality more valuable than before the war. If they were worth

then from thirty to one hundred dollars an acre, they are worth twice as much now. We repeat, they only sell from \$5 to \$15 an acre now; but wait ten years!

Professor Hilliard, whose work, called "The New South," we have referred to, in his chapter on Mississippi, writes:

"The productive power of the land is incredible; and no greater anomaly marks Southern affairs than the prices at which lands rent and the value of their product, as compared with the prices at which they can be bought. The value of lands per acre in Mississippi, as compared with the value of products per acre, according to the returns of the census, afford an interesting study. It often happens that lands that rent from \$5 to \$10 per acre, and yield products in value from \$15 to \$40 per acre, are rated in the market as low as \$10 to \$25 per acre."

As to taxes they are a mere *bagatelle*. Lands are generally assessed very low, probably on an average of five dollars an acre at most—that is farm lands. A man with a very small farm in the Middle States and New England, pays far more than one in the South with a thousand acres of good land.

It must finally be remembered by all thinking of buying lands in the Delta, that the impairment in prices of Southern lands, is not an impairment in value. Climate is left. Conditions more favorable to the happiness, thrift, and influence of the white farmer, obtain now than when lands were from five to ten times as high in price. Railroads—the Illinois Central, with its numerous branches, and the Georgia Pacific, plough their way in every direction, and add their great influence to a true enhancement of values.

Immigration is fast coming in, and lastly, the foolish notion that white men cannot stand the climate of Mississippi, is abundantly disproved by the numerous families that have lately come here from other parts of the Union, and who could not be induced to return to the lands they have vacated.

COST OF LIVING.

But there are other aspects than cheap lands, that weigh in favor of the South against the North. One of the most conspicuous is climate. We have shown that it means a prolific and wide range of crops—it also means a saving of fuel, clothing and food to man and beast. It must be obvious when the climate is mild all the year around, it does away largely with two very expensive items of living—viz: meat and fuel. These are the large elements of the cost of the North and indispensable there. The mildness of the climate in Mississippi gives the opportunity to draw largely for the support of life, as well as for money-making, upon the winter garden. Lettuce and radishes can be planted at all times. Cabbage and turnips planted in the fall grow through the winter. So, through the list.

The ground from which the crops of cotton, corn, oats, wheat, rye, barley, etc., are taken is available for turnips, cabbages, carrots—what you will, and chickens can be hatched in the fall. Your ewes can be made to lamb in November, and your cows can be made to come in when you please in the winter.



In clothing, the aggregate of cost saved by the resident in Mississippi, as compared with the resident in the North is considerable. The increased quantity of wool in the goods worn North, of necessity, counts very heavily in money's worth as compared with that worn in the neighborhood of Vicksburg. Less bed-clothing is necessary too. Lap blankets and such like are a trifling expense. Indeed, there are thousands of persons in Mississippi who, for instance, never saw a buffalo robe—much less used one. Then again, blankets for horses are very rare.

These matters seem to be trivial, but aggregate them, and the cost will be found to be very considerable. Indeed, there is a germ of industrial revolution in the thought that there is not the ratio of consumption South to the

ratio of production North and West. Look how much of the wool, pork, hay, corn, wheat, etc., the Northern man produces, which he and his stock must consume. If he lived in Mississippi, in winter he and his stock would not only consume very little of these, but he would be producing at the very period the Western man is consuming.

The cost of building in Mississippi is much less than in the North. The climate is so warm that double floors and walls are not needed, and lumber can be had at moderate prices all over the State. Ordinary rough building and framing lumber in Vicksburg, costs \$10 to \$15 per 1,000 feet at all mills, and in the Delta, there is scarcely a location where a mill cannot be found within a distance of anyway ten miles. Dressed lumber, that is native yellow pine and cottonwood, can be had at any railway station for from \$10 to \$20 per 1,000 feet. Ordinary carpenters and bricklayers cost from \$2 to \$3.50 per day, and very comfortable houses can be erected for from \$800 upwards. Mr. W. Stanton, who has had twenty-seven years experience in architecture and building in all parts of the State, puts the average cost of good two story frame house of five rooms in the city, with all modern improvements, at from \$1,000 to \$2,500; and a ten room house from \$3,000 to \$8,000. Comfortable two roomed cottages can be built at a cost of from \$100 to \$150.

Barns and sheds for stock are correspondingly inexpensive, as they do not need to be built for a protection from cold, but merely to shelter the stock and feed from wind and rain. Good fences can be built at a cost of not more than \$100 per mile.



AN OAK TREE ON THE ROAD TO REDWOOD.

TRANSPORTATION FOR IMMIGRANTS.

Every railroad entering Mississippi is doing everything in its power to assist settlers to find satisfactory localities, and to reach them at the least possible cost. The Illinois Central which has vast interests centered in the Delta, recognize the fact that it will derive a greater final profit by filling up the country with industrious and productive farmers and manufacturers, than by charging high rates to the incoming settlers, and so transportation rates for both immigrants and their goods have been fixed at the lowest possible figures.

Goods may be shipped from St. Louis or Louisville, or Cairo, to nearly any part of the Delta for \$50 per car load and corresponding low rates are made from other Northern points. (See Appendix for table of distances and rates of transportation.) As this rate includes transportation for one man to care for the stock, if any, the expense of moving is certainly very low. The railroads recognize the fact, that a person before settling in any

new country, desires an opportunity to look over the land—to investigate it for himself, that he may determine its worth. To foster and encourage this they have arranged frequent excursions at very low rates, which enables the home-seeker to spend a month in becoming acquainted with the opportunities offered by different localities, and in picking out the place he thinks will make the most desirable home.

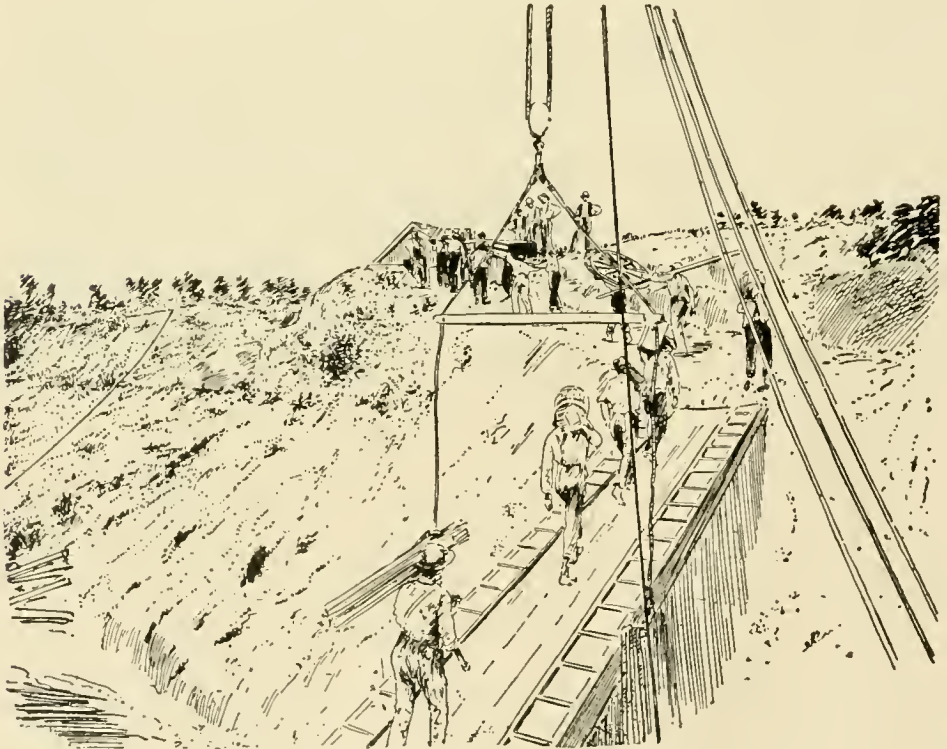
As a car load contains 24,000 pounds, and its transportation costs only \$50, the cost per pound for the goods brought is less than one-fifth of a cent. In other words, goods that are worth 20 cents per 100 pounds, are worth bringing. One hundred dollars will transport an ordinary family and its household goods from St. Louis or Cincinnati to any town in the Yazoo Delta.

SOME SUCCESSFUL FARMERS.

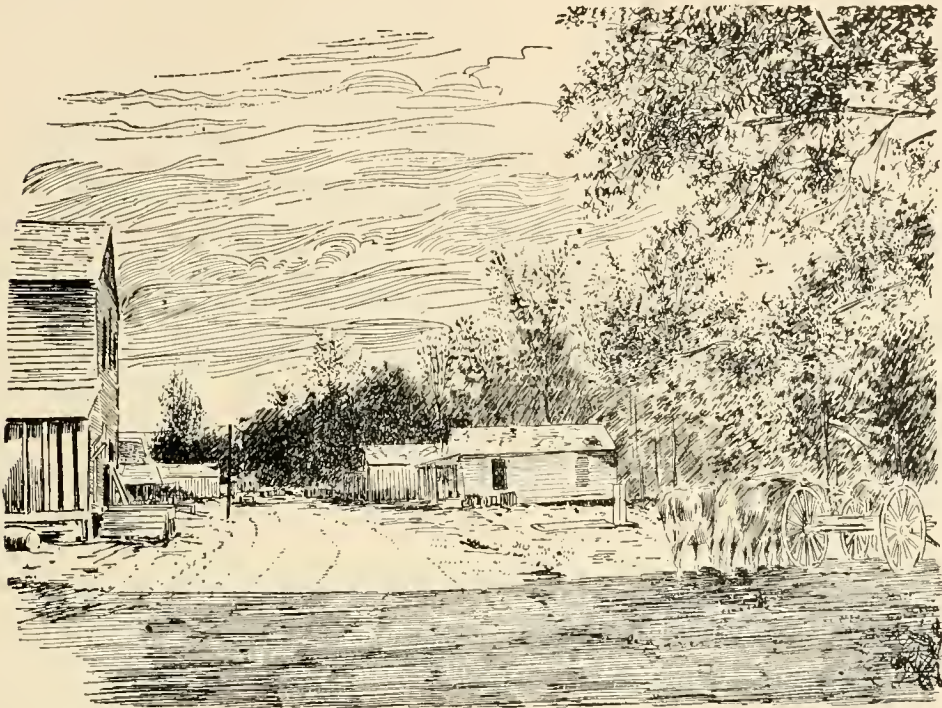
There is one point not usually noted, yet which comes with convincing evidence that the people at home are beginning to recognize the productive value of the land outside of cotton, and it is that one-half the merchants in town have a direct interest in some farm or another—an interest acquired in most cases by purchase and not by the foreclosing of any lien or mortgage. A few years ago this same merchant would have as soon put his money into the Mississippi river, as into land, to-day, as more than a side issue, he is turning his attention to general farming—planting orchards, planting new crops, and demonstrating by practical example the truth of his arguments to the planter, that other things beside cotton will pay.

To our knowledge, there are a dozen merchants in Vicksburg, who in addition to their other business, own farms either in the Delta or the foothills, and farms, mind you, that pay.

A few days ago, the writer had the pleasure of visiting the farm of Bazsinsky Bros., about three miles from this city, near the Hall's Ferry road, purchased less than five years ago, as Mr. Bazsinsky explained, as a sort of experiment, for a low sum; then without fences, run wild, only a small part under cultivation—now all under the plow and as pretty and picturesque a place as could well be found. We saw white Tennessee corn



ROUSTABOUTS UNLOADING STEAMER AT LAKE PROVIDENCE LANDING.



EARLY MORNING IN A DELTA VILLAGE

there, the stalks sixteen and eighteen feet high, that would yield a hundred bushels to the acre. Between, the rows cow-peas are planted, the pods of which appeared to be so thick it would almost be impossible to estimate the quantity growing. Within the radius of a hundred yards, we were shown an orchard containing several choice varieties of peaches, apples, plums, grapes and figs, cultivated blackberries, a field of oats, Irish potatoes, sweet potatoes, sweet corn, tomatoes and other vegetables.

In one little plot of ground less than an acre, Mr. Bazinsky told us they had this season raised a crop of early potatoes which sold for \$105, not counting what they used themselves. This piece of ground when we saw it, was planted in sweet potatoes, which were expected to give 250 bushels to the acre. These will be dug in October, turnips next planted and pulled in February, ready for another crop of Irish potatoes to go in. On the same farm we observed a great number of native hogs, some fine milking cows, and chickens and poultry galore, all in the very pink of condition. What more could a farmer ask than that?

Other gentlemen who combine a business in town with the delights of a mountain farm are the Smith Bros., who a year ago set out an orchard of 2,500 young trees, comprising the choicest imported varieties of peaches, plums and apples, all of which appear to be doing well. A walk over the farm of 420 acres on the Warrenton road, would convince the most skeptical that the possibilities of successful farming and hog raising in this section are very great.

Let a country be prosperous or otherwise, no matter in what quarter of the globe it may be, the inhabitants carry it in their faces. Poverty, the gloom of despair—prosperity, the cheerfulness of hope. So it is with us here. A stranger arriving in any part of Mississippi, is at once struck with the hale and hearty tone that pervades among all classes of the people. Let it be a farmer he meets, and he will tell him of the abundance of his crops—the quality of his stock, the improvements he is making on his place, and how he expects to do better next year than this.

In the neighborhood of Vicksburg are to be found many representative planters and farmers, whose well tilled land, and generously stocked orchards, are live examples of what can be accomplished by careful management and moderate means. Among other prominent planters deserving of mention, none stand higher in their respective lines

than Col. F. L. Maxwell, of Madison Parish, La. He is a very large land-holder, but his home place is almost within sight of Vicksburg. A Northern man by birth and education, the parish which he entered since the war to make his home, contains no more popular citizen. His brilliant record as the President of the Fifth District Levee Commissioners, will be remembered with appreciation by generations yet unborn. Col. Maxwell's plantation would be considered a model in any country of a farm on a large scale. He produces a large crop of cotton, but all his crops are large. His shipments of Irish potatoes average 5,000 bbls. annually. He also ships the produce of many acres of cabbages. Chicago dealers visit his plantation to purchase fat cattle, his corn crop is sufficient and to spare for all his stock, he successfully rears mules and horses, and his mutton is famous among epicures. Col. Maxwell's extensive plantation is strung with telephone wires, immensely facilitating its management, has a system of waterworks also, for the better care of his stock, and is a largely paying property.

Another gentleman deserving comment is O. S. Robbins, noted for having one of the largest pecan and peach orchards in the country; and Dr. W. E. Oates, known all over the United States for his fine herd of Jerseys.

As the opportunities and possibilities of stock raising and dairying in this section are not fully appreciated, it will not be out of place here to give Dr. Oates' experience, in his own words, under the heading of

PRACTICAL RESULTS OF SEVENTEEN YEARS OF STOCK RAISING AND BUTTER DAIRYING, IN WARREN COUNTY, MISSISSIPPI.

"Mistrustful of the ability of the Southern cotton planter to escape the impending financial ruin, the all cotton system of agriculture was blindly and hopelessly leading him to, seventeen years ago the writer pinned his faith to the little meek-eyed Jersey cow, amid the frowns and protestations of friends, and caustic criticisms of neighbors, such as 'fool and his money is soon parted,' etc.

The resulting pleasure and profit from this truly fascinating enterprise, can be but



FOUR O'CLOCK TEA ON THE MULHOLLAND LINE.



REFUGE LANDING.

briefly alluded to in this short space allotted to an article of this nature in a publication dealing in generalities. Hence but a few of the main facts succinctly stated, may be of but passing interest to the reader.

During the winter of 1878, the foundation of the Beechwood herd of thoroughbred Jersey cattle was laid. After familiarizing himself with the strains, pedigrees and Island history of the Jersey cattle then in the United States, the footsteps of the writer were guided by the goddess of fortune to Ewel Station, Tenn., the splendid farm of my lamented friend, Maj. Campbell Brown, from whose grand herd the following heifers were selected, namely: Romp Ogden 2d, No. 4764; Sunny South, 6830; Busy Bee, 6336, and Variella, 6337. These have proved worthy matrons, whose produce emulated their grand breeding at the pail and churn, long since made famous in the annals of Jersey literature; and whose winsome, deer-like forms and distended udders loosed many a visitor's sordid purse strings and carried his head and heart by storm.

Except one imported cow, bought of John T. Hardy, of New Orleans, La., for \$750, in 1885, no other purchases have been added to the herd, except an occasional bull, as an out crop. Since its foundation in 1878, 175 bulls, cows and heifers have been sold from the herd for \$35,875. To rob these figures of incredulity, it should be borne in mind that one of these bulls sold for \$2,500 to F. C. Sales, Pawtucket, R. I.; another to Mrs. Eliza M. Jones, of Brockville, Ontario, for \$800, and a bull calf before he saw the light of day, to John Scannal, of Haughton, Bossier Parish, La., for \$700.

The herd now consists of fifty animals, all told, and offers nothing for sale except one bull, a contradiction of the prophecy often reiterated, that the bottom must soon drop out. The demands on this herd in the past to replenish some and found others, has been so great as to absorb all offerings at satisfactory prices as shown by foregoing figures.

Recognizing the prime importance of a partner in the business and as well to provide pocket money for an impecunious wife, the latter was promised the proceeds of the dairy, the income of which for the last 13 years prior to '94 and '95, has been a gross turn out of 5,200 pounds of butter per annum sold in the Vicksburg market at an average through the year of 37½ cents per pound, amounting in the 13 years to \$25,350. Since the decline in agricultural products during the past two years, this butter has sold at a uniform price of 35 cents per pound; the gross proceeds of sales for these two years being \$3,640.

Deducting the annual average feed and labor bills of \$875, we have for fifteen years a net income of \$15,865. To the junior partner, mostly, and the introduction of a centrifugal cream separator, as auxiliary, the dairy feature is wholly dependent for its great suc-

cess. In fact, no dairy in the South can turn out a first class article of creamery butter without one of these machines. The double advantage to be had in the centrifugal method consists first in the production of a superior article of cream, deprived entirely of animal and stable odors to which milk is so susceptible, and in the second place the milk can be fed warm and sweet to the calves, as the milk is run through the machine as fast as drawn from the udder.

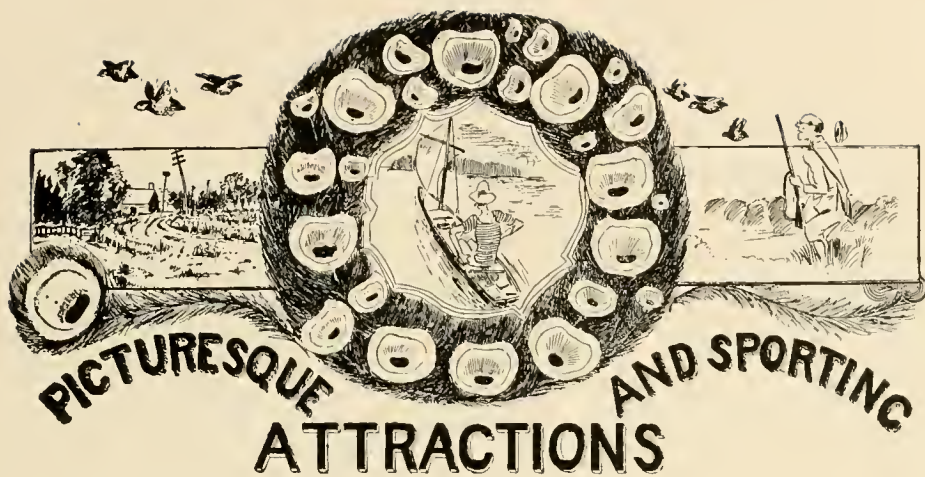
The public mind needs to be disabused of the erroneous but fixed idea that the Jersey cow is so inherently delicate, as to require the same tender, watchful care, as an infant in its swaddling clothes; and while this may be applied with full meaning to the unacclimated cow, the writer asserts without the fear of contradiction, that taking as a comparison the same number of cattle of any other breed as have been handled in this herd during the seventeen years of its fruitful existence, the mortality in the latter would show less. The fact is, these cattle receive no more care than humanity would bestow on the scrub cow of the impecunious cotton planter, who not only fails to provide shelter from the winter's rain for 'old sukey', but actually fences her out of the shelter of his gin house. Poor 'old sukey' adorns the fence corner of many Southern plantations, the living accusation of man's inhumanity.

Another error born of prejudice, is, that the Jersey cow is diminutive in size, with udder development similar to the goat, reasoning on the basis that because her milk is richer than that of any other breed, the flow must necessarily be smaller. Controverting this theory, it is only necessary to state, Jersey cows in the Beechwood herd have given as much as 57 pounds of milk daily, and as regards size, many have tipped the beam at 1,000 pounds.

Of recent years a few trotting horses have been added as an adjunct, and while the enterprise is yet in its infancy, sufficient progress has been made to justify the hope of ultimate success. This hope seems justified by the high rate of speed attained by one of the fillies that now ornaments the Kentucky turf, beside the fact, that the farm has now two fillies showing a 2:30 clip, and several youngsters that promise to trot fast.

Nature has lavishly bestowed all of the necessary elements requisite to make this one of the greatest stock growing countries on this continent, if we except one sad deficiency, and that is, a want of progressive citizens. Let no man longer halt on account of his unbelief, but come forward and have the mill stone taken off of his neck."





CHAPTER VII.

"Throw up the window! 'Tis a morn for life
 In its most subtle luxury. The air
 Is like a breathing from a rarer world
 And the south wind is like a gentle friend."

These lines aptly describe an early morning in Mississippi, where bright days are the rule, and showery days are marked by transcendent beauties of earth and sky, fleeting wonders of form and color. Let the morning open with a murky zenith, dark clouds dropping showers, and as the invisible sun mounts, he peeps unexpectedly through a rift to see that his world is safe, then vanishes. The sky has an unrelenting aspect. The timber land in the distance is obscured. Suddenly, far to the left, a rift breaks dazzling white, just short of where the rain is falling on the fields in a long, bending column, and at one side a broad patch pales into mottled gray.

The face of earth, washed newly, is a patchwork of somber and gaudy transparent colors; yellows, greens, sepias, grays. One's range and clearness of vision are quickly expanded, as when a telescope is fitted to the eye. Now begins a wonderful shifting of light and shadow; peeps through a curtain that veils unbearable splendors of upper sky; gradual dissolutions of cloud into curls and twists and splashes, with filling of blue between. Again the sun appears, at first with a pale burnished light, flashing and fading irresolutely until at length it flames out with summer ardor. The clouds break into still more curious forms, into pictures and images of quaint device, and outside the wide circle of brilliant sunlight all the hills are in purple shadow fading into steel-blue, and about their crests cling wisps of many colored fleece. Here and there the white of a planter's house, looms up subtly behind an intervening shower—a thin, transparent bank of smoky hue. The veil quickly dissipates, but almost immediately, the rain-mist advances and hides the whole from view—the entire heavens are overcast.

"Like a gentle joy descending
 To the earth a glory lending
 Comes the pleasant rain."

A strip of green next flashes on the sight—a distant cotton field lighted by the sun, but lying unaccountably beneath a cloud of black. Beyond, the broad foot of a rain-bow winks and disappears, as if a brief intimation of its presence was all that was necessary. By noon the sun is again shining, and this is the way it rains in Mississippi.

ATTRACTIONS FOR THE TOURIST.

They call this season winter. *Winter* indeed! One accustomed to live in the North, could not possibly avoid the temptation to be satirical. The temperature is so finely balanced one does not easily decide whether to walk on the sunny or the shady side of the street. It is cool, not cold, not bracing in the ordinary sense, but just the proper temperature for continuous out-of-door life. June does not define it—nor September. It has no synonym. But if you cared to add one more to the many unsuccessful attempts to define it in a phrase, you might term it constant, delicious weather. But even here, man is a clothes-wearing animal. There is a breeze pervading the most brilliant sunshine. Remembering this, the most apprehensive person will soon discover that there is no menace in the gently invigorating air of the Mississippi winter. It wins the invalid to health by enticing him to remain out of doors.

In the autumn, you may sit upon any veranda, and lift your eyes from the brilliant green of ornamental trees and shrubs, from orchards where late fruits ripen in heavy clusters, and from the variegated bloom of gardens to waving fields of pastures—to cotton fields, where the singing darkey is still at work, trailing his bag behind him. The smallest of these communities is great in content. Literally cooped beneath his own vine and fig tree, plucking from friendly boughs, delicious fruits, finding in the multifarious products of the soil nearly everything needful in domestic economy, and free from most of the ills that flesh was thought to be heir to, what wonder that the Mississippian envys no man—nor looks wistfully eastward or northward, towards the crowded cities or the precarious famine-be-set regions of the prairie States. Here is an uplifting environment for a home, truly fit to breed a race worthy of the noblest empire under the sun. Here it is indeed a poor boy or girl who has not a pony on which to scamper about—or lacks liberty for such enjoyment. And every year, there comes a period of holiday, an interval when there is no plowing or harvesting to be done—a recuperating spell of nature, when the weather is just as glorious as ever, and the laughing rivers beckon seductively to the poet that is in the heart of every unharassed man and woman and child. Then the timbered lakes, and the shady nooks, and the grassy bowers, are dotted with tents, where the ice cold leaping little rivulet foams, and spreading ash and oak are festooned with drooping moss, and wild honeysuckle—when the trout of the stream, and the game of the forest have then their solstice of woe. When the campers return to store and field, it is not by reason of any inclemency of the weather, but because their term of holiday has expired.



A COLORED SPORT.

Here indeed, should come the tourists, and pale fugitives from the buffets of Boreas, where they may wander happily over hillside and lowland in a country unvexed by the tyranny of seasons.

To the invalid we say—visit this most seductive of States, and see how tenacious will be its hold on you. You have done but little, and a day has fled, have idled, walked, ridden, read a little, have seen two or three of the thousand things to be seen, and a week, a month is gone. You could grieve that such golden, boundless hours should ever go into the past, did they not flow from an inexhaustible fount. For to be out all day in the careless freedom of perfect weather, to ramble over ruins of a former occupation, to wander by cotton fields and through gardens and orchards; to sketch some of the quaint old ante-bellum characters that make picturesque and interesting the dustiest road; to listen to old time stories of the war, full of heroism and pathos; to fish, to shoot, to gather flowers from the blossoming forest; to explore a hundred fascinating retreats of hillside and valley; to lounge on the soft grass under the shade of the magnolia tree until the sun drops below the horizon; all this is permitted to the tourist and invalid, who will visit Vicksburg, be it winter or summer.

SPORTING ATTRACTIONS.

To say that the country around Vicksburg is also a sportsman's paradise is in no respect an exaggeration. The fields abound in quail; snipe and woodcock are also plentiful in season, and the lakes and streams are as notable for ducks, geese, and other water fowl in the winter, as for the abundance and quality of their fish. Good shots do not consider it a great feat to bring a hundred to bag in a day's outing. The wild turkey, the noblest of American game birds, finds abundant food and safe hiding places in the cane

brakes of the low lands, and while the wariness of this bird makes him the prize of hunters equally cunning in wood-craft, and scarcely attainable by the novice, except in case of rare good luck, those who love sport for sport's sake, will not count the hours wasted that finally repay the hunter with such royal spoil.

Deer and bear also frequent the bottoms in the Delta and in North Louisiana, regions equally accessible from Vicksburg, and being numerous, are to be found with less trouble than in other parts of the country. The American lion, here known as the panther, is rarely hunted, unless it takes to killing young cattle or hogs, as sometimes happens, but hunters who desire the element of danger in their sport, will have little difficulty in gratifying it at its expense, for though ordinarily timid, it has been known to attack man voluntarily, and when once brought to bay by the dogs it is full of fight. The black bear is nothing like so pugnacious, yet instances have occurred in which the hunter became the prey of his quarry, and though not so formidable an animal as the grizzly of the Rocky Mountains, a six hundred pounder, and larger ones are often killed, is a very respectable bag. One of the largest sent to Vicksburg last winter, was killed within thirty miles of the city, by rail. In fact, it may be seriously doubted whether any city of 20,000 inhabitants on the American Continent has as fine hunting grounds within a day's ride, going and coming, as Vicksburg, and since this has become known, not a winter has passed without seeing several parties of Northern sportsmen camping in the Delta, and invariably sending home big bags of game.

Reference has been made to the lakes and water courses of the country. The former are practically innumerable, and many of them of considerable size. Wherever the Yazoo or the Mississippi rivers have made a cut-off, a lake is the result. Since these streams having been running riot through the Delta from time immemorial, the result is that a beautiful lake may be found in every township. Their origin is the same in every instance, but they vary greatly in size, some, as Lake George, near Sunflower river, or Wolf Lake, a tributary of the Yazoo, extending twenty miles in length, while of no considerable width. The lakes made by the Mississippi river are generally from three-quarters to a mile in



RUINS OF AN OLD CHURCH ON LAKE WASHINGTON.

width, but may be twenty or thirty miles long. Lake Washington and Swan Lake, in the Delta, and Lake Providence and Lake St. Joseph, in Louisiana, are magnificent sheets of water and of the largest size. Swan Lake is controlled by a hunting and fishing club, composed of wealthy gentlemen who hunt there annually.



A KITCHEN STUDY.

Wild geese and many species of ducks visit these land-locked waters every winter in innumerable flocks, at times covering their entire surface. Their shores, except where bordered by plantations, are usually surrounded by open woods whose trees sweep down to the water's edge, and in the summer their crystal depths are hidden by the leaves and flowers of the Southern lotus, a gigantic species of water lily. The Sunflower river, more truly a lake for a large part of its course, also abounds with water-fowl. Game fish is numerous, the most important to the angler being the black bass, which attains a very large size and is extremely plentiful. In October and November, this fish bites readily at artificial flies, while at other seasons preferring live bait. The white or speckled perch is another fine fish, and bream and goggle-eyed perch are even more esteemed for the table.

Lake George, with its wonderful Indian mounds, the highest elevations in the Delta and which modern engineers say would cost immense sums to rear, even with the mechanical appliances of the present day, is a famous fishing resort and easily accessible from Vicksburg, while its beauty chides translation.

Here to the aromatic odor of the forest come lovers of pure joys for comparative solitude in the heart of nature. In the adjacent wilderness there is game to tax the address of the bravest gunner, and rippling streams shout in torrent through a thousand fierce tangles of wood land, such as is dear to artists and unprofessional lovers of untrammelled beauty. Have you ever chanced upon a spot where nature, turning from gorgeous pigments

and heroic canvases, in a swift softening mood had spent the white heat of inspiration upon a picture on which was permitted neither asperity nor want of perfect grace, a thing finely poised between grandeur and gentleness, wood, and water and sunshine and sky, rhymed in every line and tone to fine exultation such as the Greek knew when he dreamed a statue out of marble? Lake George is of that category.

In visiting any of these lakes, the lover of the picturesque and beautiful would feel sufficiently rewarded if not a fish, bird or beast existed within a thousand miles of their shores.





UP AND DOWN THE MISSISSIPPI

CHAPTER VIII.

There is one pleasure the visitor to the South should not miss, whatever other recreations or sights he may deny himself. It is a trip on the lower Mississippi, a voyage by the "old road to Dixie." Beside this the other delights pale and grow wearisome, for there is a subtle hidden charm in gliding for days over the broad and capricious bosom of this great inland river—alike wayward, strenuous, and possessed of creative imagination and energies when the mood is on, but just now complacently sauntering oceanwards, that challenges comparison and defies description. It must be experienced to be appreciated, and once undertaken always remains a bright spot in the memory, to be conjured with on gloomy days—or to be repeated, with new sensations and equal delights as before.

You often hear people say who are contemplating such a trip, "tell me what there is to be seen?"

The best definition that we know of, is that it is utterly unlike any other river trip in the old world or this. You think awhile and then you say, "It is the Mississippi," and when you say this you have said all. You may do the Rhone or the Rhine, or the Danube or the Seine, and feast your eyes on castled turrets and ancient spires—or you may take in the scenery of the Hudson, or linger for a season among the far famed isles of the St. Lawrence; all these are beautiful no doubt, but you have not in the faintest degree seen anything that is a counterpart of the Mississippi. All is different—the people—the country—the very style, appearance and get up of the boat on which you travel. In point of

duration, a journey for instance, from St. Louis to New Orleans, is, more like taking an ocean voyage, but in other respects it is an exact antithesis.

No spending half the time below deck, a prey to the indiscriminating ravages of seasickness—no need of heavy lap robes when you come on deck—no lashing of your chair to a friendly stanchion, lest an ill-time roll, land you over the railings or at the best in the lea scuppers, nor what is more than all, no lack of appetite to eat the dainty repast when it is set before you. On the contrary, your digestive organs, after you have been enjoying the delights of a blow in the fore part of the boat, assume an alarming state of activity, and it is safe to say you never ate so much before. You have all the exhilarating effects of a long journey by water, with none of the discomforts of an ocean passage. In short, one can say that it is a trip filled with quaint scenes not found elsewhere; of picturesque groupings that would lose their distinctive flavor seen under other circumstances—if, indeed, they exist anywhere else; of dreamy days and restful nights; floods of music from light-hearted mocking birds; rich perfumes from thousands of opulent southern blossoms—and still the true essence of the charm has quite escaped. It consists as nearly as can be expressed perhaps, of the faint, fascinating aroma of a vanished past—of days of romance and deeds that are history. The spirit of beauty is everywhere:

“ At eve she hangs o'er the western sky,
Dark clouds for a glorious canopy
And around the skirt of each sweeping fold,
She paints a border of crimson gold,
She mellows the landscape, and crowds the stream
With shadows that flit like a fairy dream,
Still wheeling her flight through the glorious air—
The spirit of beauty is everywhere.”

There is a challenge to the imagination in the very waywardness of the river. It is the inveterate lover of a chaotic channel. It is its genius to create, isthmuses, islands—new towns, new banks, on a scale that from time immemorial has been the dismay of engineers. It feels as though it must make prodigious jumps by cutting through narrow necks of land, and thus straightening and shortening itself, and the result is an array of long, low islands, timbered to the water's edge, and innumerable lakes and bayous, where birds

and fish make their haunts in undisturbed seclusion. On the wrinkled face of the earth, you may read earth's story. She has laid things to heart. She broods in memories. But the river denies the past, it is as heedless of events that were, as the air is of the path where the butterfly was winging. Its changing, winding expanse is alluring to the fancy, and the glories and charms which the moon and the sun and the twilight inscribe upon the river's face, remain indelibly grafted on the vision of the beholder.

Sunset on the river! Have you ever observed one, from the window of the pilot's eyrie? Red as blood is the broad expanse before you; in the middle distance the hue brightens into gold, through which a solitary log comes drifting, black and conspicuous; in one place the surface is broken by boiling, tumbling rings, that are as many tinted as an opal; where the ruddy flush is faintest, is a smooth spot that is covered with graceful circles, and radiating lines, ever so delicately traced; the shore on one side is densely wooded, and the somber shadow that falls from the forest is broken in one place by a long ruffled trail that shines like silver. High above the forest wall a clear-stained dead tree waves a leafy bough that glows like a flame in the unobstructed splendor that is coming from the sun. There are graceful curves, reflected images, woody heights, soft dis-



A LOWER DECK CHARACTER.

tances, and over the whole scene, far and near, the dissolving lights drift steadily, enriching it at every passing moment with new marvels of coloring.

Such sights as these are among some of the pleasures of a river journey, but the half of them cannot be told.

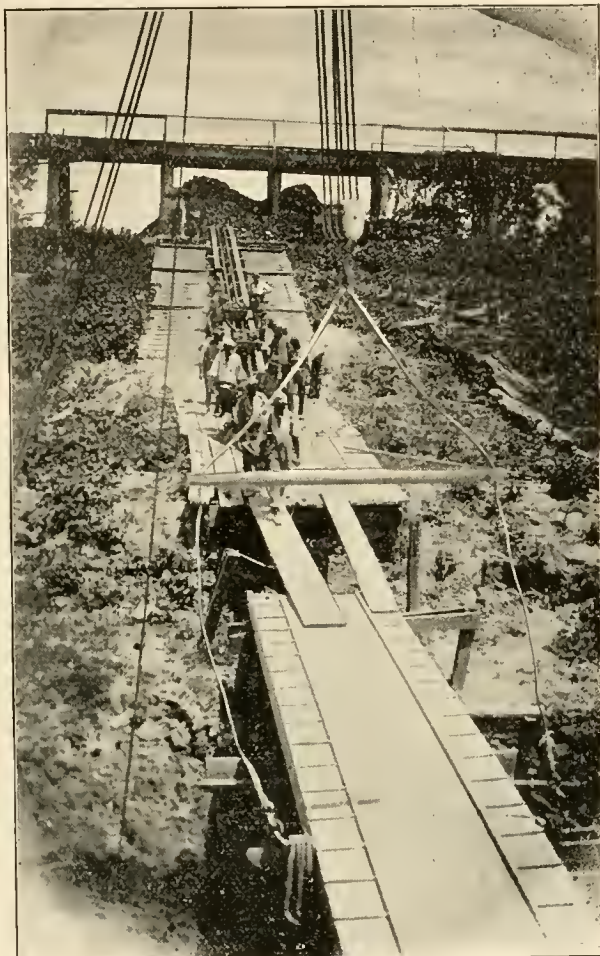
ABOARD AN ANCHOR LINE BOAT.

One of the oldest passenger lines of the Mississippi—the only line to-day carrying passengers and freight from St. Louis to New Orleans, a distance of 1,250 miles, is the old Anchor Line—a name so well known as to be a synonym of ease and comfort and courtesy and safety, as far as river travel is concerned—a line that for 40 years has proudly carried its pennant at the mast head—outdistancing every rival and maintaining, despite the encroachment of railroads, in good times and bad times, always the same efficient service, till to-day they have attracted by low rates, a travel that was before unknown.

The parent organization of the present Anchor Line was the Memphis & St. Louis Packet Company, and took place about 1855 or thereabouts, when it ran to Memphis only, with headquarters at St. Louis. Afterwards they extended their trips to Vicksburg, keeping up also the Memphis line for the time being. Later, the entire line came through to Vicksburg. After this, they bought and built several boats and went through to New Orleans, the line to Vicksburg being operated separately.

Several years later, the Vicksburg line was extended to Natchez, making that beautiful little city its terminus. In 1893, the entire line went through to New Orleans, the business getting so heavy, this was considered the best way to handle it, and the boats are now all running to New Orleans, with the exception of two boats plying regularly from St. Louis to Memphis, which trade has been revived under the present able management. The latter took charge in April 1895, and organized with Geo. S. Edgell, President; G. C. Meissonnier, Vice-President and General Manager, and T. C. Ziegler, Secretary. The Directors are A. Watkins and J. J. Hayes; the latter being also the General Traveling Agent. If we remember rightly, the first officers were Capt. Dan. Able, President; Capt. John A. Scudder, Secretary; both of whom are still living in St. Louis, and known as among its best and most useful citizens.

Capt. Scudder afterwards became President, and it was under his wise management, that the line became so prosperous and famous. When he retired, Capt. John P. Keiser became President and managed the line with signal ability for a number of years. Capt. Keiser selling out his stock, Capt. Scudder again became President, and acted as such for several years, when his private business requiring so much attention, he turned over the

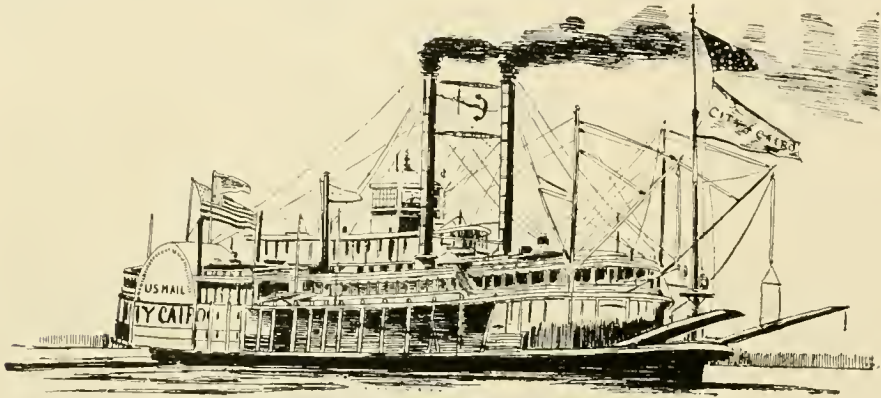


TAKING COAL AT GREENVILLE.

management to Capt. Isaac M. Mason, who remained there until the line changed hands in April 1895, when he retired to go into business on shore, much to the regret of his numerous friends both on the river, and engaged in other pursuits.

In speaking of the old officers of the line, it would be incomplete if we failed to mention the connection therewith of Capt. E. C. Carroll, who was their agent at Vicksburg, Miss., for nearly twenty years, a generation it might be said. Capt. Carroll went with the Anchor Line February 7th, 1875, and remained with it until the present summer, when it was decided on the score of economy to lay up the elevator for business, and this rendered the office thereof vacant.

Captain G. C. Meissonnier, the new General Manager, is a native of Vicksburg, and the best years of his life were spent in the river trade contiguous to the historic city. He has been engaged as captain and clerk on the Yazoo and Sunflower rivers for many years, and there is nothing connected with those positions that he is not entirely familiar with. Lately he has been the General Manager of the Yazoo & Tallahatchie Transportation Company, one of the best known steamboat lines in the Mississippi Valley. His promotion to be the General Manager of the present Anchor Line is regarded with much satisfaction by his numerous friends, and is a well-merited tribute to his capacity and untiring energy. Captain J. J. Hayes, who is associated with the Anchor Line under the new *regime*, is also known far and wide as a "worker," and everything he connects himself with must go through somehow or other. Captain Hayes is the General Traveling Agent, which is a good title for him, for he is here, there and everywhere at the same time.



ANCHOR LINE STEAMER CITY OF CAIRO.

No need to plead depleted purses, or the old tale of its costing too much money. A passenger to-day can go from St. Louis to Memphis and back, a trip on which a week is consumed, for \$10, or from St. Louis to Vicksburg for \$24, or to New Orleans, a 20 day trip, for \$32. Think of it, this is less than \$1.50 a day, board, lodging, and transportation included, and when you consider, that the fare on the Anchor line boats *compares favorably with that of first class hotels charging \$4 and \$4.50 a day*, your wonder is how they can possibly manage it. There is always a generous supply of meats in refrigerators; a store-room stocked with groceries, canned goods, condiments, etc.; live poultry have comfortable quarters on the hurricane deck; milk and eggs are obtained at various points on the route, and one of the events of the trip is to accompany the obliging steward through the French market at New Orleans, where he goes at about five o'clock every morning while at that port to buy delicious oysters, brilliant red snappers right from salt water, shrimp, alive and wriggling (also from salt water,) and fresh vegetables and fruits.

Early evening brings the supper hour and the cheery cabin, with its snowy paint cleared to the last point or whiteness, is fairly startling in its brilliancy by the light of the gently swaying chandeliers. The tables, guarded by a double line of sable waiters, in spotless jackets, look homelike and attractive, and the novice soon finds that the Department of the Interior is not neglected. In fact, the three meals a day eaten with an Anchor Line appetite have come to be important functions, that if the truth be told, the traveler after the first day out looks forward to with pardonable eagerness and some impatience, for he at least is always ready.

In other details the same care and thought for the passenger is equally manifest, whether it be in the matter of state-rooms, which range from large ones with double beds, wardrobes, washstands, draperies, and bunks like Pullman sleepers, or the studios attention that is shown to the sick passenger by every employee on board. Certainly whatever else may be charged against the Anchor Line, none can question the excellence of its cuisine—or the uniform courtesy of its officers and stewards. From the moment you cross

the gangway plank you lose your identity as a citizen, as a stranger unknown, and become *one of them*. Every part of the boat and anything on it is at your disposal, and not the least pleasing feature of a sojourn on any of these floating hotels, is that this spirit of companionship—this charming disregard of orthodox shore-a-day etiquette seems to be transmitted from the crew to the passengers, and acquaintance begins with the first revolution of the steamboat's paddles. You are sure, whenever or by whatever boat you make a trip, of forming friendships, for there is a strange fascinating spirit aboard, indefinable—yet that breathes of contentment, rest, peace; and softens with its potent charm, the temper and acidity of the most querulous individual. Everything goes right—the service and accommodation is perfect, and no one is in any hurry for the trip to end—on the contrary a delay of a night at a landing means just so many more hours of pleasure and enjoyment.

On the advice of one who has made the journey, and remembers it as a summer idyl, to be treasured up as at least one period, all too brief, of rest and perpetual contentment, if you have never made the journey by boat from St. Louis to Vicksburg, make it—make it by all means—even if it breaks your coffers and leaves you poorer than Job's turkey. You'll get it back in the best sort of medicine—it will repay you a thousand fold, and set you longing for the opportunity to go again.



SUNNYSIDE LANDING.

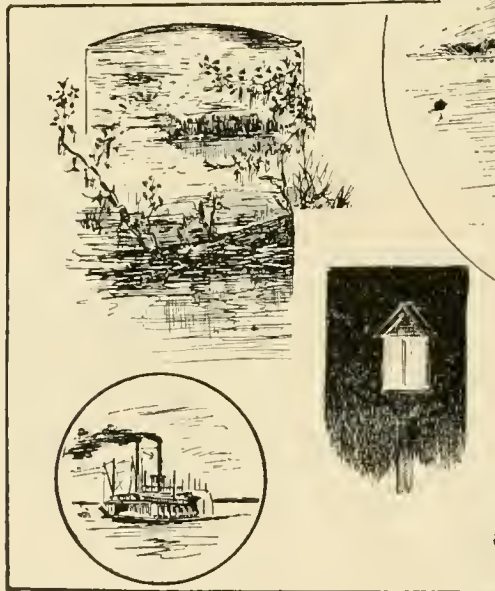
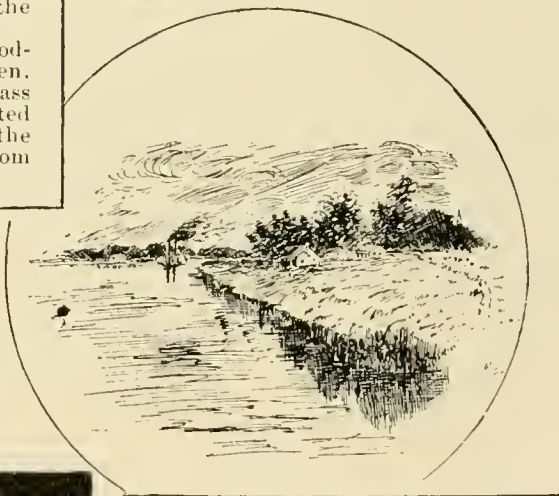
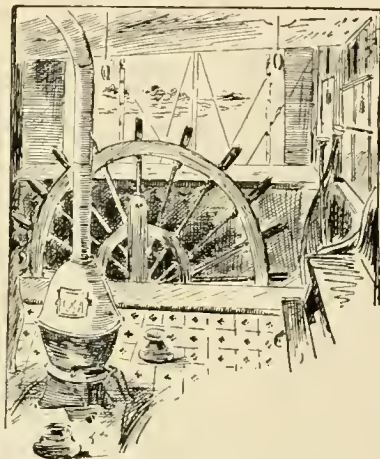
We will suppose that you have made up your mind to take the journey, and with your wife and family, if you have one, and a paper covered novel and a small hand grip, if you have not, are on the way to the whariboat where the *City of Hickman*, or the *City of St. Louis*, lies impatiently at her moorings, taking aboard the last items of her miscellaneous cargo. From this time on, till you wring the hand of the Captain and disembark, all you see will have a peculiar feature of attraction. Late, hot excited passengers arrive breathless—the warning bell is sounded and people scurry ashore, some linger though to say a few more words to friends and depart none too soon, for before you know it, almost without jar or motion, the palatial *Anchor Liner*, like an old veteran, has swung around into stream, and with black wreathes of smoke puffing from her funnels, precise but genial officers on duty, tired roustabouts dispersed at ease all over the boat, is soon cleaving the water at an easy ten knot clip.

ATTRACTIONS EN ROUTE.

One cannot write soberly of all there is to be seen on the Mississippi river. The pulses refuse to be equable and the pen self-contained. Picturesque bits of nature alter-

nate with trim towns and cultivated openings; lines of bluffs appear misty in spring with unfolding foliage that is plentifully sprayed with ever blossoming trees, long reaches are overhauled where the banks are low and strung with great fields of tall corn and cotton plantations, and behind and over all these lies an endless variety of winsomeness. Now you suddenly round a bend, and the flat shore is broken by a quaint village, with a little white church peering out in the background through a grove of trees. The essence of the scene is passing quiet and peace. The petty noises of the villagers are powerless to break the spell that seems to be a parcel of the landscape. The very style of architecture—the wooden shanties of the negro seem spontaneously in touch with its environment. The darkey and his cabin dominates the river. Black faces mingle with the pale Saxon type—the music of “the nigger,” is heard wherever you hear human speech, and from behind the thin walls of his primitive abode come the tinkling of a guitar and the cadence of a soft voice in plaintive rhythm. The sun makes black shadows by every house and tree, and sweeps in broad unbroken light over the patch of river sand, to cultivated fields beyond. Ashore, squirrels scamper across the way, wild dove and quail start up with whistling wing, and there is everywhere the song of the birds and the cry of the barnyard fowls.

But still all is not nature and woodland, there are other sights to be seen. Immediately below St. Louis you pass Crystal City, at which place is located the largest and finest glass works in the country. Plate glass is shipped from



RIVER PENCILINGS.

there to all parts of the globe. Thirty-five miles from St. Louis on the Missouri side, the “Kennett Castle” looms up. This is a magnificent stone residence with stately ivy-covered towers, which cost its present owner, Mr. Brooking, of St. Louis, \$100,000, and will compare favorably with any of the castle structures that adorn the St. Lawrence. Small craft of every description are to be seen in the vicinity of this city. Barges, keelboats, skills, dugouts or pe-

rogues, made of hollowed logs, and other boats for which language has no name and the sea no parallel. The contrast between the magnificent steamer you are on, and the clumsy looking flatboat, moored out nearly in mid-stream strikes you with an odd sense of humor, but serves to remind you that the river's earliest commerce—was in great barges—keelboats, broadhorns. They floated and sailed from the upper rivers to New Orleans, changed cargoes there, and were tediously warped and poled back by hand. A voyage down and back sometimes occupied nine months. In time this commerce increased until it gave employment to hordes of rough and hardy men; as Mark Twain puts it, "rude, uneducated, brave; suffering terrific hardships with sailor-like stoicism; heavy drinkers, coarse frolickers, heavy fighters, reckless fellows, every one, elephantinely jolly, foul-witted, profane; prodigal of their money, prodigious braggards, yet, in the main, honest, trustworthy, faithful to promises and duty, and often picturesquely magnanimous."

In St. Genevieve, on the west bank, where no stop is made, you have seen one of the oldest settlements in the Valley of the Mississippi, founded by Marquette in 1763. Cairo passed, which Dickens visited in 1842, and Grant made his headquarters in 1861, you are



VIEW OF SALOON, ANCHOR LINE STEAMER ARKANSAS CITY.

soon in war waters, and surrounded by war names and memories. Just above Hickman, the Chickasaw Bluffs, the first and highest of a series which appear at intervals like islands out of the low bottoms, as far South as Natchez, come into view. The Mound-builders used these natural fortresses to hold at bay the fierce tribes of the North, and many centuries later they played a conspicuous part in the civil war.

At Memphis in June 1862, occurred the famous naval engagement, in which the Confederate flotilla was nearly destroyed, and after which the Union forces took possession of the city. The next town of importance, is Helena, Ark., also the site of desperate fighting, and after Helena, Vicksburg, located as you will admit viewing it from the river, amidst some of the best scenery of the lower Mississippi. Here the visitor can well dispose of a week viewing the historical points and famous land marks, which survive to tell the story of the city's desperate defence against its investment by the Federals. From Vicksburg to New Orleans, you see the truly tropical South of the imagination, where nature exercises her selectest influences, where the landscape is perpetually a flower, and

ever redolent with myriad fragrances. As you progress down the river each day finds the vegetation further advanced and more tropical. Now there are magnolias and umbrella-topped cypress trees in abundance. One can hardly imagine a more weird and ancient object than a tall, gaunt cypress tree, its few remaining branches spread out like stiff fingers at the top of the trunk to support trailing masses of hoary moss. Long before this, deep, green garlands of mistletoe hung high in the trees have been noted, and here, floating draperies of Spanish moss add novelty to the picture along the shore.

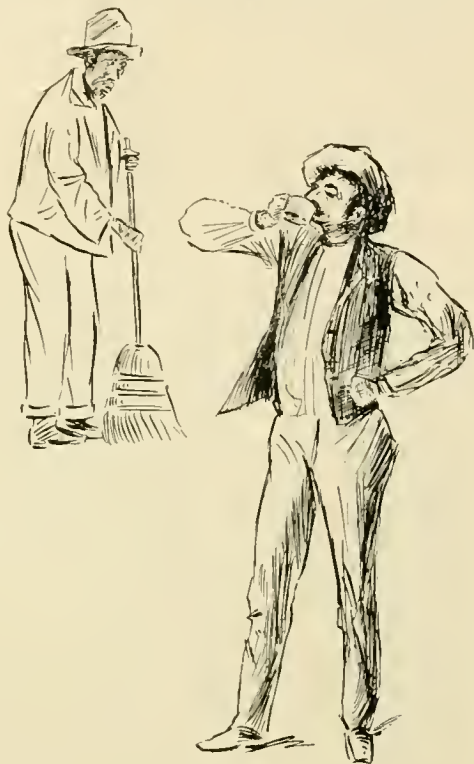
From Baton Rouge to the Crescent City, cane is king, and you are in the Louisiana sugar belt. All day long the steamer floats between smiling lands, cultivated as far as the eye can see; and big sugar-houses, sinuous green levees, magnolias, immense oaks, sweeping Spanish moss and the song of the mocking bird are a part of every waking hour.

One feature of the trip that should not be omitted, is the brief stops at numerous plantations by day and also by night, where the irrepressible roustabout—a character born of the river—with his fascinating rhythmic coon-jine gets in his work. This is something that cannot well be described on paper—a half step—half dance, a swaying, a rolling of the body to the time of sing song chant and must be seen with its attendant surroundings, a steep pitch of bank, and a hundred or so barrels or boxes to unload in half as many minutes, before it can be appreciated.

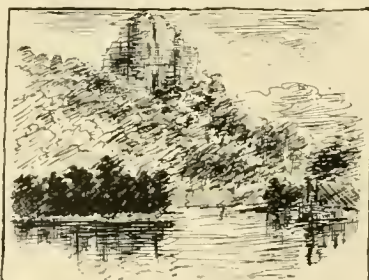
Another pleasure that does not weary or pall, is to sit by twilight or moonlight up, far above decks in the pilot house, and watch "the man at the wheel" manœuvre with unerring aim the great steamer alongside or head to a plantation landing, when to the untrained eye no vestige of a sign or landing is visible, literally it seems to you smelling his way, but putting his boat's nose, for all that, not a foot outside of where he planned to, then turning to tell you with a smile, some legend of the river, some episode fraught with romance and sentiment, that occurred at a spot you have just passed.

The tired city man will find this Southern journey a sort of Arethusa, or a spring of nepenthe, where the wounded sensibilities may find a curative; where the "fitful fever" of life may be soothed; where the bondage of routine may be broken; where the dull heart may be gladdened; where a refuge may be found from "weary, carping care," where he may enjoy at but trifling expense a brief respite from the vulgarity and irritation of business, and like the poet who recognizes the music of the "inner voice" in the river, feel

"A distant dreariness in the hill
A secret sweetness in the stream."

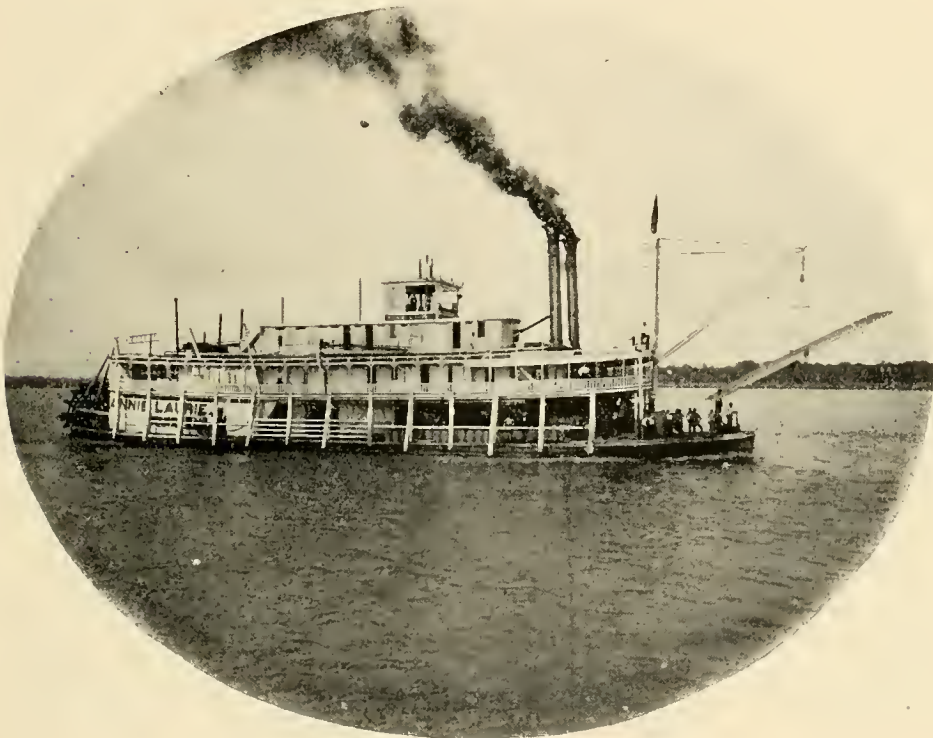


THIRSTY WEATHER.



THE MULHOLLAND LINE.

This chapter would be incomplete without mention of the Vicksburg & Greenville Packet Company, familiarly known as the Mulholland Line, whose fast and beautiful steamers, the Ruth and the Annie Laurie, carry the mail between Vicksburg and Greenville, a distance of 161 miles by river. They are one of the most important feeders to the city's commerce, and afford the pleasure seeker the most delightful short trip on the river possible out of Vicksburg. Its steamers, running with the regularity and almost the swiftness of an express train, make the round trip three times weekly with the utmost ease at all seasons, while in the fall and winter, the seasons of greatest activity, both are in service and ply the river almost continually, touching at all intermediate landings in Mississippi, Louisiana and Arkansas. During the long and prosperous career of the Line it has won the cordial friendship of both travelers and shippers, and its steamers are invariably well patronized by both, whether making their way up stream laden with merchandise for



STEAMER ANNIE LAURIE.

points en route—Vicksburg's commerce with the upper bends being very large—or coming down with the staple product of this region, the celebrated Benders cotton, unrivalled in the markets of the world. Officered by navigators whose ability is second to none on the river, and whose attention to the comfort and pleasure of their guests is an additional attraction to the traveler, the Line can boast that it never lost a passenger or had even an accident occur to one while under its care. How many thousands it has carried with safety and celerity it would be interesting to know, were the figures ascertainable. The commercial traveler going over this route, which embraces some of the most highly improved agricultural country in the United States, with a dense population and a consequently large trade, is able to make his arrangements for visiting and leaving any point he wishes to stop at en route with the utmost precision, just as if he were running through the country by rail.

The tourist, seeking pleasure or information, cannot study plantation life and life on

the river under more favorable or agreeable conditions than are afforded by these fast vessels with their superb accommodations. The scenes along the river, interesting to those to the manner born, are doubly so to one to whom they come as a revelation of novelty. In time of low water, the high banks, upon which the stalwart roustabout laboriously toils with boxes, barrels and sacks of freight, afford pictures of local color that are irresistably attractive. It is not only taking on bales of cotton at a hundred landings or discharging freight at the same, but the variations on this theme are endless, while the scenery on either shore of the river is quite as varied. In time of flood a better idea of the Mississippi in its restless might could not be desired than can be gained by stemming its rapid flood in this manner, and the journey of 322 miles, made in less than twenty-two hours, is withall so inexpensive that any one can afford it who can stop the same length of time at an ordinary hotel. In fact, the trip costs nothing. It is merely lodging at a first-class hotel which is constantly changing its scenery with its location. Plantation succeeds plantation as the traveler proceeds on his journey, interspersed with just enough of the primeval forest to lend an agreeable variety to the landscape. When the water permits, two of the most picturesque of the Mississippi's cut-offs, Eagle Bend and Bunche's Bend, may be visited, one or the other of these steamers making the trip through them every week, but in any event the voyager is sure of a delightful pilgrimage and of adding much that is pleasant and interesting to his fund of experience. Not the least interesting feature of this short tour is the exceedingly definite idea attainable of the levee system, to be seen in its greatest perfection from the guards of the steamer. These mighty embankments rank among the most imposing feats of American engineering and have engaged in their construction and maintenance some of the finest minds of the age. In low water they tower above the steamer's deck; in time of flood the traveler looks down upon them and sees further inland and far below him the cultivated fields which they protect from inundation. No such spectacle can be seen anywhere in the world except in Holland. Viewing their colossal proportions and those of the mighty river which they hold at bay, the observer is conscious of the impossibility of setting bounds to the possibilities of human achievement as he never was before.

Scenery on the river is never monotonous, the variations of light and shade even in the same locality are too great to permit this. Seen at noontide it will present one appearance and at sunset another, while by moonlight, or even under the brilliant rays of the electric searchlight, none but the experienced pilot could recognize the most familiar scene by day. The river itself is quite as changeful in its moods, and after a personal experience of these kaleidoscopic effects the tourist will end, as this brief tribute to the Vicksburg & Greenville Packet Company began, by recommending every traveler who visits Vicksburg to take a run up and down the river under its auspices.

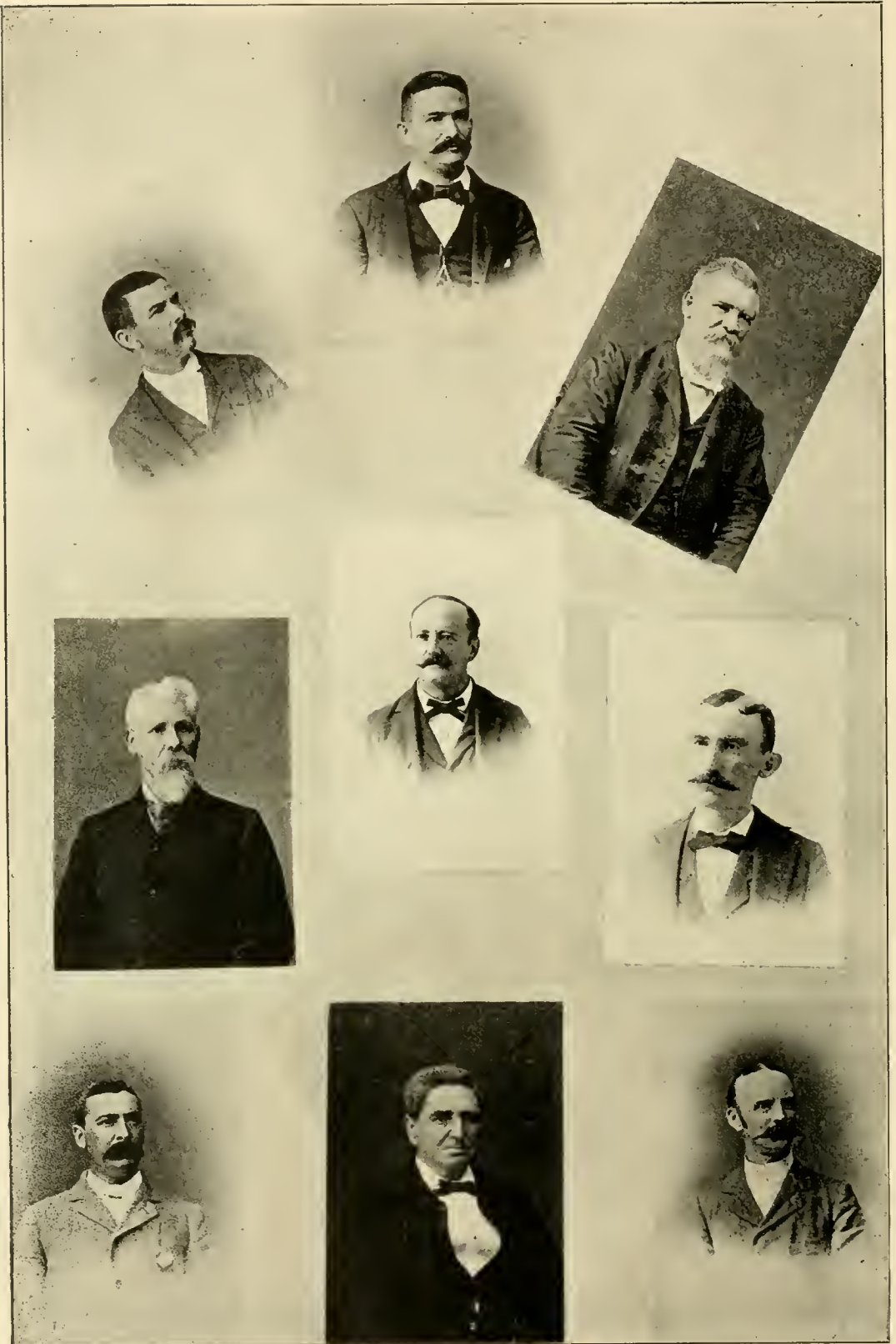


PART II.



A VIEW ON WASHINGTON STREET.

THE CITY GOVERNMENT.



DAVID MONTGOMERY.
JOHN WALSH.
A. A. EHRMAN.

M. FOUSSE.
Mayor W. L. TROWBRIDGE.
DAVID WALSH.

D. A. CAMPBELL.
THOMAS A. CAUGHLIN.
WARREN O. SMITH.



VICKSBURG RESUMED.

The municipal affairs of Vicksburg are in the hands of a Board of Mayor and eight Aldermen, elected biennially, in December; which in turn elects the other officers, except the Assessor and Collector, and the Wharf and Harbor Master, who are also elected by the direct vote of the people.

The present officials, excluding some minor officers, are: Mayor—W. L. Trowbridge. Aldermen—Thomas M. Caughlin and A. A. Ehrman; M. Fousse and David Montgomery; John Walsh and David Walsh; D. A. Campbell and Warren O. Smith, representing the First, Second, Third and Fourth Wards respectively. Assessor and Collector—A. Keirsky. City Attorney—R. V. Booth. City Clerk—H. J. Trowbridge. Street Commissioner—John Evans. Chief of Police—John Groome. Health Officer—Dr. H. B. Wilson. With two exceptions the members of the administration have had long experience in the management of public affairs, Aldermen Ehrman and Fousse being the only members of the Board serving their first term.

The city is policed by an efficient force of twenty uniformed and well disciplined men. Its Fire Department, under the direction of an experienced Chief, J. Voeinkle, is operated on the minute-man system, and is admitted to be of high efficiency. As the water pressure is very high, the two steam fire engines held in reserve are very rarely used. Five hose reels and a hook and ladder truck, in addition to the engines, can be turned out upon occasion. The city has just received from the contractors a complete fire alarm telegraph system of the best type, comprising fifteen miles of wires and nineteen boxes—thirty inch telephone boxes—representing an investment of \$5,000. It may be mentioned here that the waterworks, owned by a New York Company, represent an investment of \$300,000.

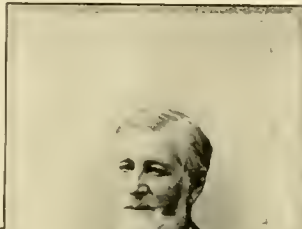
The improvements of its streets has received especial attention from every administration for the past ten years, and the aggregate sum invested in that period in streets, sidewalks, gutters and culverts, will approximate half a million dollars, a large slice of the city's income, which is in round numbers \$145,000. These improvements are of the most substantial character, including grading and graveling many streets, besides the maintenance and extension of a combined system of surface and underground drainage. The city was authorized some years ago to issue \$100,000 in bonds for the construction of a system of sewers, but has not yet taken advantage of this privilege.

In addition to the improvements mentioned, a considerable sum, about \$9,000 has been expended in extending and improving the city cemetery road.

Besides the sum annually expended for its maintenance, the city's revenues are derived from a tax of twenty mills on real and personal property, in addition to license taxes. The assessment roll for the year 1895 foots up \$5,500,000 in round numbers, but of this amount \$525,000 is bank property and only taxable five mills. The valuation is nominally two-thirds the actual value of the property, but is actually much lower, especially on personal property, it is considered by the best authorities. Some of these place the actual values as high as \$15,000,000. The total indebtedness of the city is \$437,550.00, of which \$326,350.00 is funded in five per cent. bonds, of this amount \$100,000 is in bonds issued to the L. N. O. & T. railroad (now the Y. & M. V.) The floating debt is \$20,000, which, however, under the present administration, will be entirely wiped out this year, without permitting any retrogression in the condition of public property. The bonded debt is required by law to be retired by means of a sinking fund of \$10,000 annually, but at no time within some years has the city been able to purchase or find sellers who are willing to part with her bonds below par. At the last opening of bids only \$700 in bonds were offered: a fact that sufficiently attests the credit of the city.

THE BOARD OF TRADE

LOUIS HOFFMAN, PRESIDENT.



DAN SEARLES, SEC.



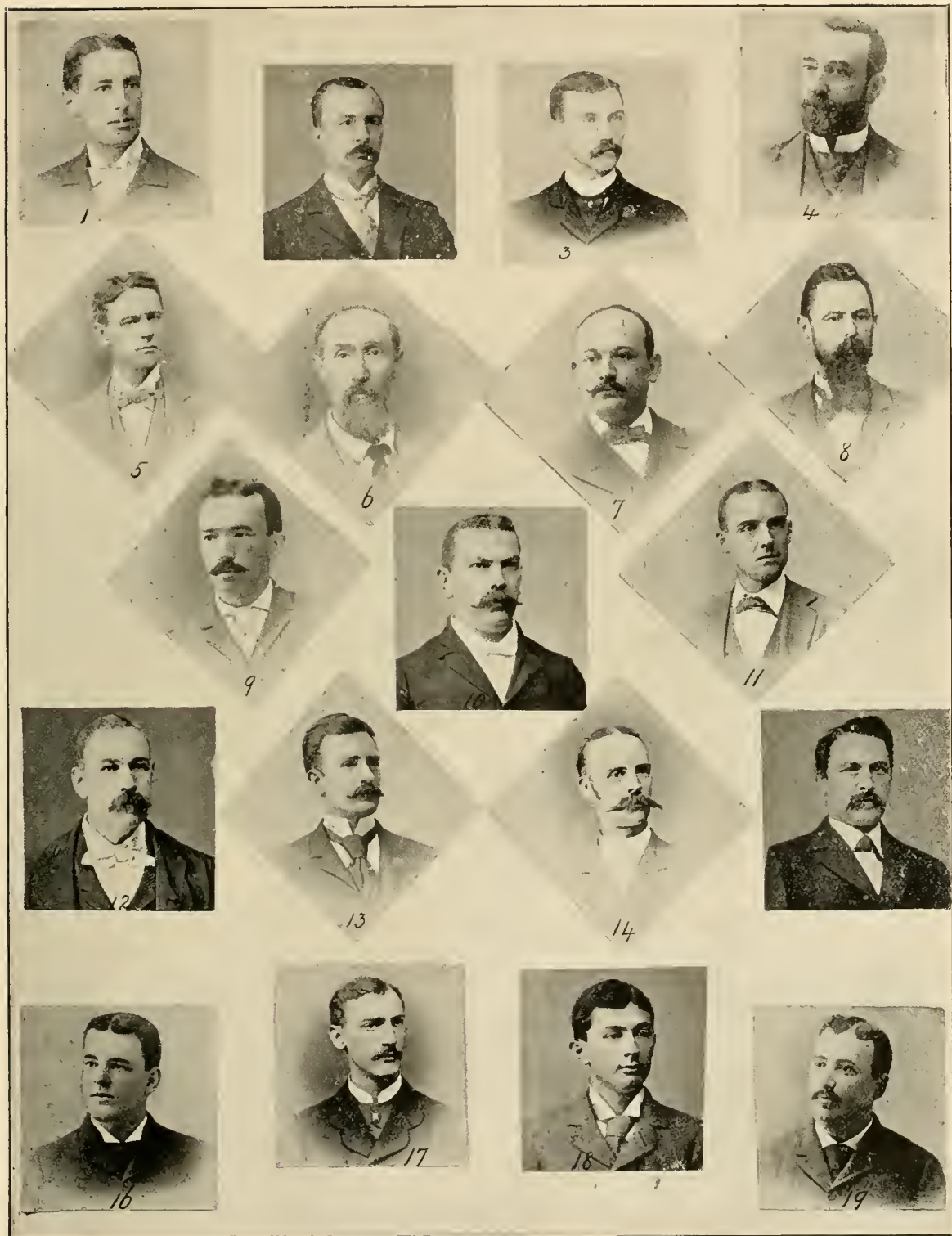
E. S. BUTTS, TREAS.



ADOLPH ROSE, VICE-PRESIDENT.

EXECUTIVE OFFICIALS.

REPRESENTATIVE MEMBERS OF THE BOARD OF TRADE.

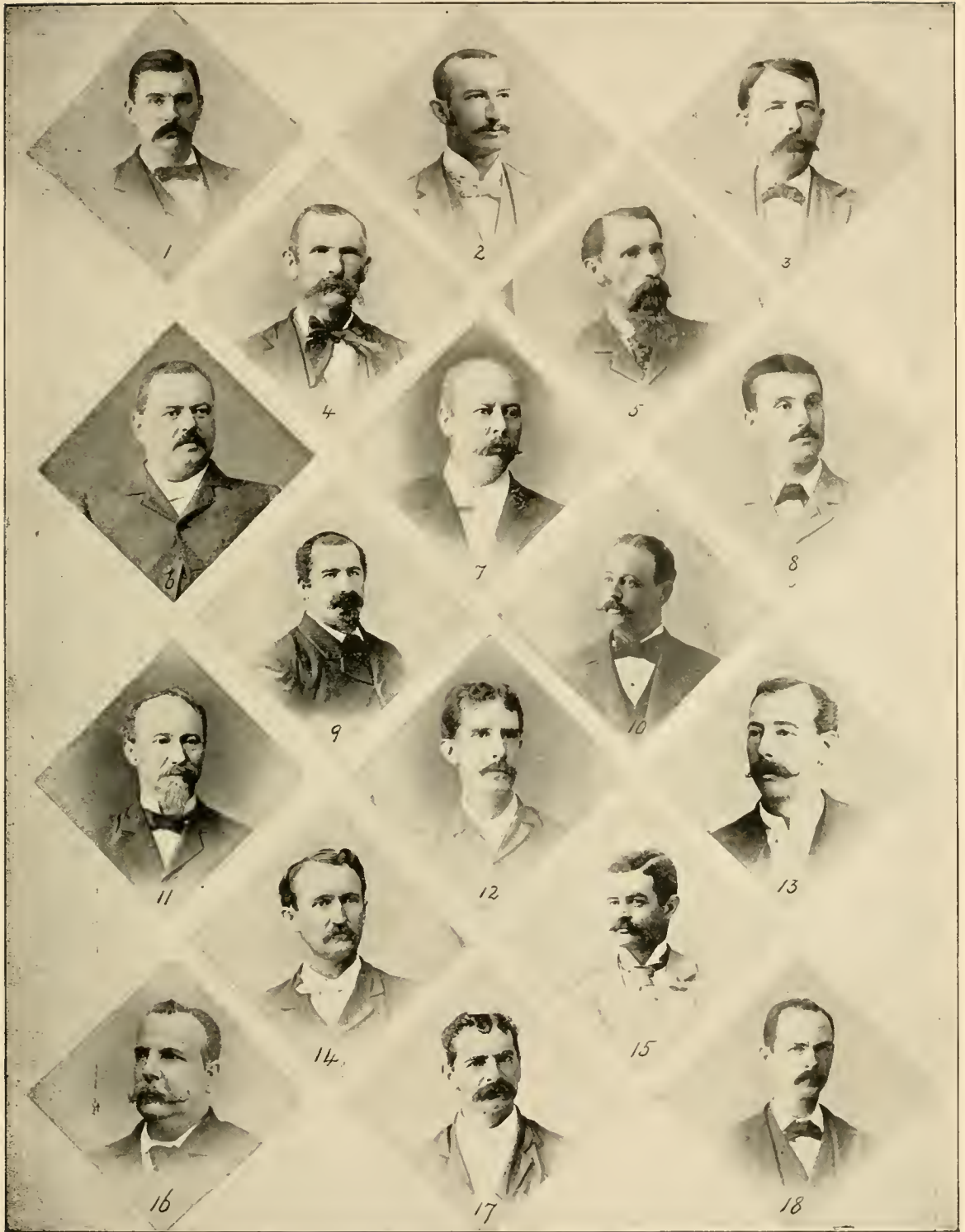


1 A. G. RUSSELL,
 2 W. J. REA,
 3 J. C. JACKSON,
 4 DR. R. A. QUIN,
 5 B. W. GRIFFITH,
 6 JAMES MUNDY,

7 ABE KUHN,
 8 JOHN WORRELL,
 9 JACOB DORNBUSCH,
 10 SAMUEL SCHWARZ,
 11 RANDOLPH BUCK,
 12 M. FITZGERALD,
 19. SOL, FRIED.

13 P. M. HARDING,
 14 WARREN O SMITH,
 15 WILLIAM CURPHEY,
 16 LEE RICHARDSON,
 17 DOUGLAS S. WRIGHT,
 18 L. M. NICHOLSON,

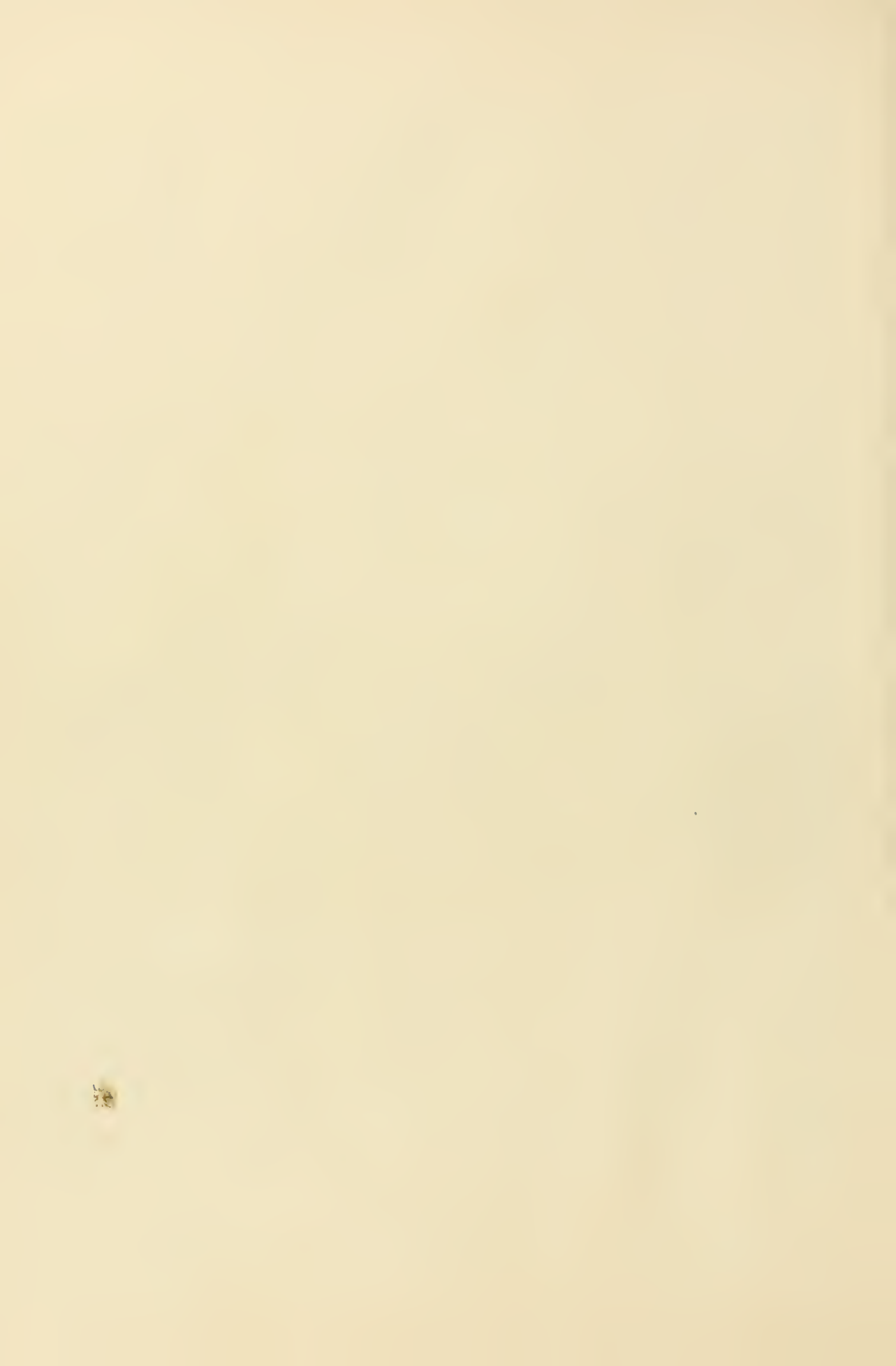
REPRESENTATIVE MEMBERS OF THE BOARD OF TRADE.



1 L. R. SHIRK.
 2 E. M. MOORE.
 3 A. C. PEATROSS,
 4 JOHN CURPHEY,
 5 DR. W. E. OATES,
 6 LOUIS HIBOU,

7 S. C. RAGAN.
 8 R. C. WILKERSON,
 9 SIMON STEIN
 10 D. J. SHLENKER,
 11 A. G. CASSELL,
 12 J. A. CONWAY,

13 JOHN A. KLEIN,
 14 R. L. CROOK,
 15 W. H. FITZ-HUGH,
 16 VINCENT PIAZZA,
 17 H. M. EHRMAN,
 18 FRANK MARKHAM.

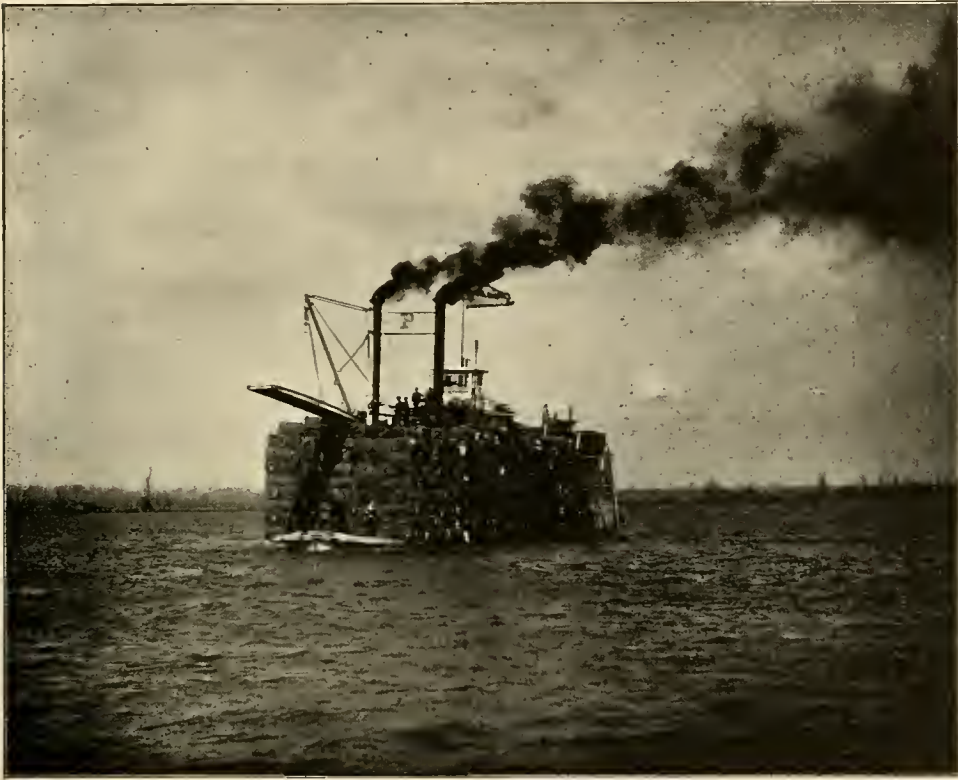


Next to the City Government in influence, and with a wider field of exertions, is the Vicksburg Board of Trade, organized July 3d, 1894, and but briefly referred to in the first chapter. It is emphatically a working body, and one whose semi-monthly meetings are attended by the interest of every citizen. Its members, fifty-eight in number, are the active business men of the city, the representatives of its financial and commercial enterprise, and carry with them into the Board the same energy and capacity that have won them their place in the world of trade.

The officers of the Board are, as when organized, Louis Hoffman, of the Louis Hoffman Hardware Company, President; Adolph Rose, Vice-President; Dan. Searles, Secretary; and E. S. Butts, President of the Vicksburg Bank, Treasurer.

The Directors are, S. C. Ragan, R. L. Crook, S. Stein, C. J. Wright, D. J. Shlenker.

The useful career of the Board began at once, when the ink was scarcely dry on the muster-roll, and its achievements may well be regarded with honest satisfaction by its members. Among those may be named the bringing about of a conference between representatives of the city, its own body and the Southeastern Tariff Association, by whose



TRANSPORTING COTTON BY STEAMER.

happy results local insurers secured concessions, amounting to \$40,000 to \$50,000 per annum from the Association; the successful management of the Vicksburg Farmers' Institute, which brought a large number of distinguished Western visitors to the city, and is considered to have attracted many immigrants to this Section; the State Insurance Convention of August 20th, 1895, which is expected to result in securing the passage by the Legislature of an equitable Insurance law; and, by no means least in importance, inducing the calling of a general convention of the Valley States in the interest of the improvement of Western and Southern waterways, to be held October 22-23d, 1895; and from whose deliberations and action the greatest benefits to all the States of the Mississippi Valley are confidently predicted.

In addition to the regular semi-monthly meetings of the Board, special meetings are of frequent occurrence. It is the policy of the institution, as enunciated by its venerable but still active President and heartily concurred in by every member, to accustom the membership to united action, and the habit is manifestly a growing one. The Board is steadily increasing in numbers, each of its successes generally witnessing an accession of new members shortly afterwards, and it is justly regarded as one of the city's most indis-

pensible institutions. The Board occupies handsome quarters, in common with the Vicksburg Building Association, but its members are looking forward to building and occupying a home of their own at no distant period.

PUBLIC BUILDINGS.

Vicksburg contains many handsome buildings of a public character. Chief among them may be reckoned the Courthouse, but briefly mentioned in the earlier pages of the book, whose site cannot be excelled by any building in the country. It occupies the square bounded by Grove, Monroe, Jackson and Cherry streets, in the center of the northern half of the city. This square, originally an irregular hill, has been surrounded by walls of heavy masonry and then terraced. Its grounds are kept in excellent order and have some fine trees. The Bermuda grass is luxuriant there and the terraces are very beautiful. The building is of the Ionic order of architecture, except the cupola. It is an exceedingly massive building, and has four magnificent porticos with large and lofty columns. It is built entirely of brick, cemented or stuccoed over, only the floors, windows and doors being of wood. Though only two stories high, its ceilings are high and the proportion between its height and base are perfect. From its cupola or dome may be seen every part of the city. This fine building was designed by William Weldon and built by George and Thomas Weldon. An illustration appears on page 15. It was commenced in 1858 and finished in 1861, and cost rather more than \$100,000. The flight of over thirty years, accompanied by the vicissitudes of a long siege, has not impaired its beauty or strength to any appreciable degree. In the second story are the court room and jury rooms. The former is a very imposing hall, indeed, and is additionally ornamented by fine oil paintings of the former luminaries of the Bench and Bar, which hang above the seat of justice. Here are found the portraits of Sargeant S. Prentiss, George S. Yerger, the most illustrious of seven brothers, who were all eminent lawyers; of Walker Brooke, at one time United States Senator, and a lawyer of the most brilliant ability; Judge Guion, the partner of Prentiss and a famous lawyer in his day; Judge U. M. Young, now a member of the bar of St. Louis, and Judge Warren Cowan. These portraits are hung in the following order, beginning at the right hand of the spectator: Cowan, Young, Guion, Prentiss, Yerger and Brooke.

Vicksburg was the theatre of the greatest forensic effort of Prentiss, Yerger, Guion, Brooke and others, and it is peculiarly appropriate that even after death their faces should continue to look down upon the living expounders of the law, and to point them to the lofty heights obtainable by earnest effort, and to remind them also of the high standard of professional honor and integrity manifested by these, their noble predecessors.

The United States Post Office and Custom House, at Vicksburg, is another building of which the city is justly proud, (see page 25.)

As a rule, the United States Government buildings give painful evidence of haste and lack of thought in their design, the government giving only a minimum salary with a maximum of work to its supervising architect. This building is an exception to the general rule, the design being good with some excellent detail. The style of architecture is a modification of the beautiful Romanesque first introduced into this country by the world-famed architect, H. H. Richardson, of Louisiana.

On a basement of gray quarry-faced stonework, is erected two stories of deep red press brick work. The approaches being also of stone, this color contrast is very pleasing. In the upper stories the windows and doors are trimmed with molded brick, and terra cotta of a little different shade. There are numerous panels and courses of terra cotta with beautiful detail in the brick work, and numerous corners and angles relieve the wall surfaces, allowing at the same time sufficient wall surface to show out the detail.

The interior of the first story is taken up principally by the Post Office department. The Post Office proper, is one immense room, whose ceiling is supported by rows of white columns and entablatures of almost the Corinthian order. In the second story are the offices of various Federal officers, the Signal Service department, and the United States Court room. On the roof and in the tower on northeast corner are the meteorological instruments.

The State Hospital, originally built for a private residence, but remodeled, is on the Jackson road, at the northeastern limits of the city. This institution has an annual endowment of ten thousand dollars, contributed jointly by the city, county and State, besides a considerable revenue from the Marine hospital service and private patients. It is a well managed institution conducted in accordance with the most improved methods of modern medicine and surgery, and has a capable staff, headed by Chief Surgeon S. D. Robbins and his able assistant, Dr. John H. Purnell, who are among the State's most brilliant medical men. A numerous class of internes assist in caring for the patients, and derive great benefit from the experience thus acquired. The hospital is a handsome brick building with spacious and elevated grounds.

CARROLL HOTEL.

An important addition to the attractions and conveniences of Vicksburg, the value of which cannot be overestimated, is the well known Carroll Hotel, which was first opened to the public October, 1893. This truly magnificent building, a monument to the enterprise and public spirit of Vicksburg's citizens, is the property of the Vicksburg Hotel Company, of which the officers are: E. C. Carroll, President; T. M. Smedes, Vice-President; Joseph Hirsh, Assistant to the President; W. G. Paxton, Secretary; and Lee Richardson, agent of the property. It was built by popular subscription, in response to the demand for better accommodations for the traveling public, at a cost of \$150,000, and 127 business and professional men of the city, have an interest in its welfare. The hotel is pronounced by experts, and indeed by all who visit it, to be one of the handsomest and most complete in the South.

The building is a large four-story structure of the Spanish Renaissance style, the cen-



THE CARROLL FROM CLAY STREET.

tral part running up to five stories in height, situated on the corner of Clay and Walnut streets, fronting 175 feet on the former and 109 feet on the latter. It is exceptionally well located, being in the centre of the city, within a block of the Post Office and principal retail and wholesale stores.

Driving up from the depot, for the first time, the stranger cannot fail to be struck with the metropolitan aspect of the hotel, towering above the buildings near by, and making the largest of them look diminutive by contrast. The clean looking ornamental front, faced with pressed brick of two colors, the first story mixed with gray sandstone, broken by projections which form towers, set off by numerous bay windows, The Carroll presents the appearance of a model hotel, which in fact is, both in beauty of exterior, and the perfections of its appointments.

The interior arrangement consists, on the ground floor, of six stores, a spacious billiard room, laundry, general lavatory, baggage and store room, with grand rotunda and

reading room 102 by 37 feet, connected with the upper floor by a broad oak staircase, and passenger elevator, run by hydraulic pressure. Its every appearance indicates ease and rest. Over the marble tiles are scattered comfortable arm chairs, that no time of the day are without their occupants, enjoying maybe a quiet smoke, or in summer time taking the delights of the breeze which sweeps through the three spacious front doors.

The second floor consists of a magnificent dining room, that will accommodate 150 guests, beautifully lighted with windows on two sides, so as to give thorough ventilation; children's dining room, ladies' sitting room or rotunda, elegantly furnished, large and spacious hallways, bedrooms and other appointments.

The upper floors are divided into bedrooms, so arranged as to be thrown into suites



OFFICE ROTUNDA, AND DINING ROOM—THE CARROLL.

of two or three, with private bath room, the interior, in short, more than fulfills the expectation awakened by its external attractions. The Carroll is perfect in its appointments from its ninety-two large and lofty bedrooms, that are all designed to open on fresh air, and offer many tempting devices for the ease of its occupant to its well set table, where the hungry guest will find everything the market affords, and of the *best*. In fact, the *cuisine* here is a specialty, and the delicacies of the season are served up to perfection. The attendance is prompt, and everything around you bespeaks that cleanliness is a feature.

The hotel is operated on the American plan, and the prices will be found eminently reasonable, and those who appreciate good fare are quite sure to echo the universal verdict that The Carroll is *par excellence*. The entire house is lighted with gas. It is heated throughout by steam pipes and registers in the rooms and halls, while the bath and water closets, on every floor, are supplied with an abundance of clean water from the city water works, and the entire building protected in case of fire by a hose on each floor.

The new manager, Mr. G. B. Duy, familiarly and popularly known as the former proprietor of the Washington Hotel in this city some ten years ago, when he succeeded in keeping an excellent house though handicapped by an old building and necessarily unfavorable conditions, has since and for the past seven or eight years conducted some of the best hotels in Columbus and Macon, Ga. His management of the Carroll since taking charge of it, on October 1st, has been such as to win the highest praise from its patrons and has afforded him a well improved opportunity to demonstrate his ability as a host.

The Carroll takes its name from that of the president of the company, Capt. E. C. Carroll, who was largely instrumental in its construction. When the new hotel was completed an appropriate name was desired, and it was then that in recognition of the untiring energy and fine executive ability displayed by their chairman in leading the way towards the accomplishment of their plans that his associates, by unanimous voice, decreed that the beautiful edifice should be a monument to his continuity of purpose and to his inspiring example which had done so much to insure the success of their undertaking. This estimate of his zeal in behalf of the community by his fellow-workers, representative men of this section, has been re-echoed by the approval of the public. It may be mentioned, however, that not in this respect alone has Capt. Carroll deserved and received the applause of his fellow-citizens, for his labors as Chairman of the local Harbor Committee have been characterized by the same energy and the same success, and have been an important factor in securing that degree of attention from the National Government which is now resulting in the construction of the Yazoo river canal, and the consequent free navigation of Yazoo river and restoration of the harbor of Vicksburg, which will be secured by the completion of this improvement under the plans and immediate direction of that accomplished engineer, Major J. H. Willard. In recognition of this feature of his lifework, Capt. Carroll was some years ago appointed a Vice-President of the Association for the Improvement of Western Waterways. But great as have been his labors for the community in the foregoing respects, they do not cover the field of his useful activity, for he has found time to serve as a director of several leading financial institutions, in addition to his many years service as Superintendent of the Anchor Line Elevator, from which he but recently retired.

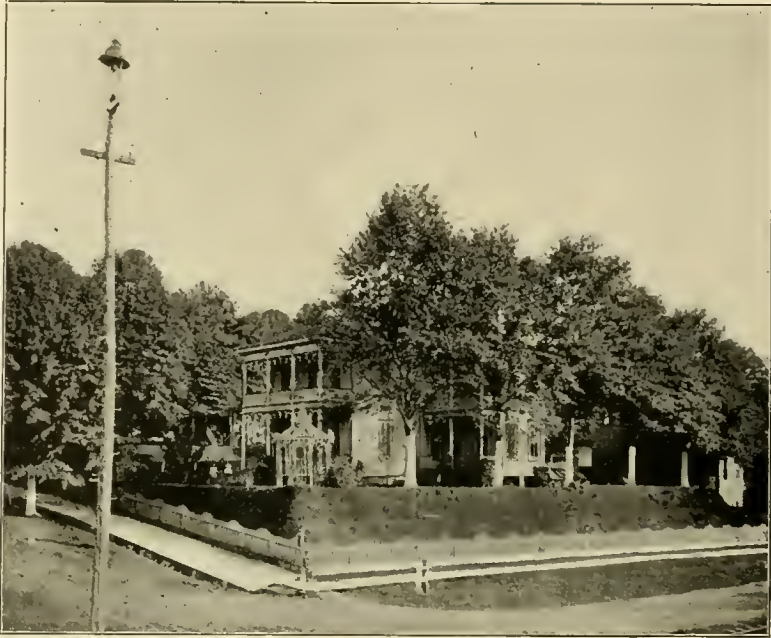


CAPT. E. C. CARROLL.

EDUCATIONAL ADVANTAGES.

The city of Vicksburg is in no department of municipal excellence, more thoroughly "abreast of the times," than in the all-important matter of public schools. She is *facile princeps* among the Southern cities that approximate her in population, and the rapidly advancing tide of educational impartment in her city schools, will, in the very near future place her upon an equality with many of her sister cities of a higher latitude, whose reputation for fine educational facilities is almost a household word among the public educators of the country.

A brief description of the public school building, of the curriculum of studies, and of the corps of teachers, will give an adequate idea of the matter in point:



RESIDENCE OF CAPT. E. C. CARROLL.

The Main street building, a handsome brick structure of twelve lecture rooms and a Superintendent's office, is a model of symmetry and beauty, and is mainly used for girls. The "Girl's High School" is located in this building, and the course of this institution is higher and more comprehensive than any in the State.



SOUTH VICKSBURG SCHOOL BUILDING.



RESIDENCE OF DR. S. D. ROBBINS.

The Walnut street building is a commodious frame house of seven rooms, and is the seat of the "Boys' High School" and of subordinate Grammar grades.

The South Vicksburg school building is a splendidly built brick structure, recently provided, for the convenience and benefit of the southern extension of the city, as well as to enlarge the general facilities of accommodation for the rapidly growing needs of the educable population. This building is arranged for both boys and girls, and is thoroughly equipped with most of the modern improvements.

The Cherry street school, for the colored race, is a frame edifice of ten rooms and an excellent basement, and in conjunction with a rental building of six rooms, furnishes comfortable accommodations for more than 1,000 pupils.

The total value of all of the school property belonging to the city of Vicksburg, is estimated conservatively at \$116,000, while the equipments are of an excellent order.

The number of pupils in attendance upon the public schools of the city has advanced within two years from a maximum number of 1,421 in '92-'93, to 2,190 in '94-'95, while the corps of teachers, has contemporaneously risen from 32 to 48.

Most of the teachers of the Vicksburg Public School, are well educated, experienced and successful as teachers, and the curriculum of studies is being modeled upon the design of the best Grammar and High Schools of the country.

In fine, the entire management of the public schools of Vicksburg, is so pre-eminently excellent, that many pupils are annually sent to this city from adjoining towns, in order that as temporary residents with kins-people and friends, they may receive the very superior advantages that can be accorded to them in the Vicksburg Public Schools.

The leading private schools are; St. Aloysius Commercial College, taught by the Christian Brothers, and St. Francis Xavier's Academy, for girls, also a Roman Catholic institution and attended by a large number of pupils from the city.

ST. ALOYSIUS COLLEGE.

ST. ALOYSIUS COMMERCIAL COLLEGE, conducted by the Brothers of the Sacred Heart, Brother Daniel, Director, was founded in the year 1879, by the late Rev. H. Oberfield. Its corner stone was laid in the year 1878, by the lamented Rev. J. H. McManus.

It was early chartered under the laws of the State of Mississippi, empowering it to grant diplomas and confer degrees.

From its inception it has received a most liberal patronage from the citizens of Vicksburg and vicinity, irrespective of creed and denomination; and on every side its system and work are spoken of in the most flattering terms of respect and esteem. Its effectiveness as an educational factor may be judged by the large number of graduates and

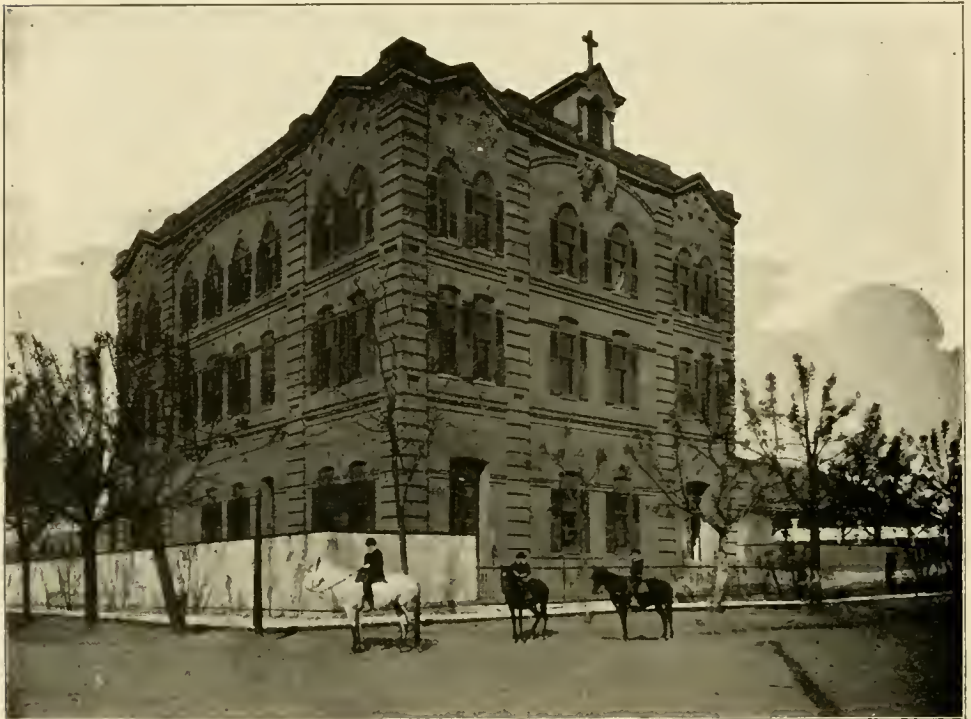
pupils who are now occupying with distinction enviable positions in the mercantile world, and by the many abroad who with no less distinction are qualifying themselves for the liberal professions.

The course of studies, while essentially commercial, is varied and extensive enough to fulfill the requirements of modern education.

The number of its professors and the wise provision of a director of studies have rendered possible the establishment of an almost perfect grading of pupils.

The system of government, though strict and uniformly requiring compliance with the established discipline, is mild and parental. Every means suggested by the enlightened experience of modern methods of teaching is availed of to promote emulation among the pupils, to foster ambition in literary pursuits, to nourish a desire for excellence, and to arouse the instinct of honor.

A most satisfactory communication between parents and professors is provided for



ST. ALOYSIUS COLLEGE.

by means of a Report Book, which is marked up weekly informing parents of the conduct and progress of their sons.

The terms for tuition are moderate, and there are no extras. At the present session—1895-6—a classical course was added to the curriculum, from which great results are expected.

The college has had the greatest success in bringing out the latent energy and the self-reliance of its pupils and the high character of its alumni, who are among the city's most generally esteemed young business and professional men, is the best criterion of the success that could be afforded or desired by any institution of learning. These are attached to the college to a remarkable degree.

The college buildings and campus are situated on the northwest corner of Grove and 1st North streets, an elevated and breezy location. The grounds comprise half a square, ample room for all purposes of exercise.

ST. FRANCIS XAVIER'S ACADEMY.

This institution, one of the most flourishing in Vicksburg, includes three large brick buildings, known as the Convent, Boarding School and Academy of the Sisters of Mercy, covering the block on Crawford street, between Cherry and Adams, and extending along Adams to Clay. The institution was chartered in 1860, and its popularity has continued to increase with its years, until it now takes rank among the leading educational institutions of the South, having been awarded a diploma and medal at the Columbian Exposition.

The classes were originally conducted in the Convent building, but in 1884, the number of pupils had so much increased, as to necessitate more ample accommodations, and an Academy was erected on the corner of Cherry and Crawford streets, adjoining the boarding school building.

The Academy is a two story structure, 140 by 60 feet, and contains eight class rooms, two music rooms, one studio, a library and an exhibition hall 130 by 60 feet, and 24 feet high, with handsomely fitted stage, drop curtain, and all necessary stage apparatus. The class rooms, too, are furnished with all the modern teaching apparatus, and the plan of studies pursued, is according to the most approved modern methods.

There are three departments in the institute, each comprising two grades, and each grade including two classes. The Junior Department includes a thoroughly equipped Kindergarten for girls and for little boys under seven. This forms a very special feature of the Academy, and is one of its most interesting departments. The curriculum of studies followed in the Middle and Senior grades, embraces a full classical course, Latin, French and German languages, modern literature, higher mathematics, bookkeeping, stenography, type-writing, free-hand drawing, elocution and physical culture.

The library which is devoted entirely to the use of the pupils, contains about 700 volumes of standard works, including histories, miscellanies, books of travel, encyclopedias and poems, as well as the best magazines of the day.



VIEW OF ST. FRANCIS XAVIER ACADEMY FROM CRAWFORD STREET.

The discipline of the Academy is gentle but firm, and special attention is given to the manners and morals of the pupils, as also to their physical development, to secure which, there are regular drill and calisthenic exercises daily.

An examination of classes is held on the last Friday of each month, at which musical selections, and recitations by the elocution classes give the teachers an opportunity of judging the progress of the pupils during the month.

Music has always been a specialty in the Academy, and the musical department comprises a regularly graded course on piano, violin, guitar, mandolin, banjo, etc.

The music department comprises four grades, with two classes in each grade. The First Grade embraces verbal instructions in theory. New England Conservatory. First Grade, Students Primer. Major Scales in octaves, with occasional pieces, etc.

The Second Grade N. E. Conservatory Second Grade. Student's Primer, completed. Major and minor scales. Studies in Czerney, Kohler, Loeschhorn, Kullah's Sonatines, pieces, etc.

The Third Grade—N. E. Conservatory Third Grade. Lobe's and Palmer's Lessons in Theory. Scales. Arpeggios, Broken Chords, etc. Mozart, Mendelssohn, Haydn, Cramer and Clementi's Studies, Mozart's Sonatas, Chopin, Weber and Schumann, etc.

The Fourth Grade—Advanced Exercises concluded, embellishments, etc. Peter's Thorough Base.

The violin course also includes four grades, similarly arranged.

Vocal Culture, First Grade—Art of Breathing, Tone Placing.

Second Grade—Bassini's New Method, Essay Ballads.

Third Grade—Bassini's New Method, Songs of moderate difficulty.

Fourth Grade—Bassini's New Method completed. Classical Selections.

Ripley and Tapper's Sight Singing taught in the Middle and Senior Grades.

The Art classes are at par with the other departments of the institute, and include drawing in crayon, charcoal, ink, pastel, etc. Painting in oil and water colors, china and glass painting, etc.

The boarding school which enjoys the patronage of the neighboring States, as well as our own, is most carefully conducted, and the pupils, while enjoying all the comforts of home, receive every possible attention in regard to health, moral training, etc.

The graduates of the institute may be found holding positions of trust, all through this and neighboring States.

WALKS AND DRIVES.

To the lover of pedestrian exercises, Vicksburg offers many attractions. The sidewalks are almost invariably good, and every residence street affords a pleasant promenade, as beautiful shade trees are abundant, and afford even in the hottest weather ample protection from the too brilliant sunshine. Cherry street is the promenade *par excellence* and during the greater number of the evenings of the year is thronged with persons taking their constitutional exercise or simply walking for pleasure's sake. Their pathway, lying amid verdant lawns on either side with many parterres of rarely beautiful flowers or magnificent foliage plants, is sufficiently enticing to tempt the visitor to a more extended stroll than he may have originally had in contemplation. If so, Grove street offers almost equal attractions, or he may wander on southward to Drummond, in Speed's Addition, or in the contrary direction, may visit old Vicksburg—commonly known as Springfield—where the same lovely flowers and shrubbery and views quite as picturesque await his coming. Main street is one of the quaintest streets in the town and was among the first built up by the early settlers. There are many others worth seeing, and indeed that will well repay a visit.

THE CITY CEMETERY.

In a sequestered and quiet valley, a mile northeast of the city, surrounded by the highest hills of the Vicksburg range and occupying a series of undulating slopes trending in a southerly direction, lies the City Cemetery, chosen many years ago on account of the beauty of its scenery and surroundings by the founders of the place. A more beautiful situation could scarcely be imagined and of late years art has done much to heighten the effect of natural charms. On the north the hills overhang the cemetery like battlements, as if to guard the sleepers below. Half a mile away, to the south and southeast, rises an opposing range, similarly crowned with trees including many evergreens, and between these lies the smiling valley, through the midst of which runs a shallow stream, in stormy weather a mountain torrent. A gravel road extending from the city limits gives access to the cemetery, which covers more than a hundred acres of ground and has some fine drives. Up to a few years ago, when the city put the grounds in order at considerable expense, the exuberant vegetation gave the cemetery an appearance highly picturesque indeed but not appropriate to its uses. These tendencies were checked, however, a vast amount of super-

fous timber and shrubbery removed and a task begun, for it is still in progress, that will make the place one of the most beautiful cemeteries in the South.

The notable monuments of the city are those in memory of the dead of Louisiana, erected in Monument Square, Monroe street—an ornate marble shaft, the offering of surviving comrades, and the Confederate Monument, which adorns the last resting place of three thousand victims of the seige, a sunny slope in the Cemetery. The latter is of white marble, ornamented by a fine statue of a Confederate sentinel, carved in Italy. This was erected by the Ladies Confederate Memorial Association, and is valued at three thousand dollars. Including the statue, it is twenty feet in height. Its design is massive and simple. Another monument, occupying an inconspicuous site in a churchyard on the corner of First East and Monroe streets, preserving the memory of the city's proto-martyr, the gallant Dr. Hugh Bodley, killed by the gamblers in 1835. These desperadoes had congregated here in such numbers, had grown so emboldened by long impunity, that life was insecure and no woman was safe from insult. Dr. Bodley headed a party of four hundred citizens, who raided their dens, and was shot down by some gamblers who had barricaded themselves in the noted "hell" of the period. The house was stormed by the outraged people and five of the defenders led out to execution. All were hanged to a tree which stood near the intersection of Clay and Farmer streets. This act of summary vengeance completed the victory of the friends of order and had a most salutary effect. The monument is a pyramid of Italian marble resting on a base of same, with inscriptions testifying the people's gratitude to their champion.



CHERRY STREET.

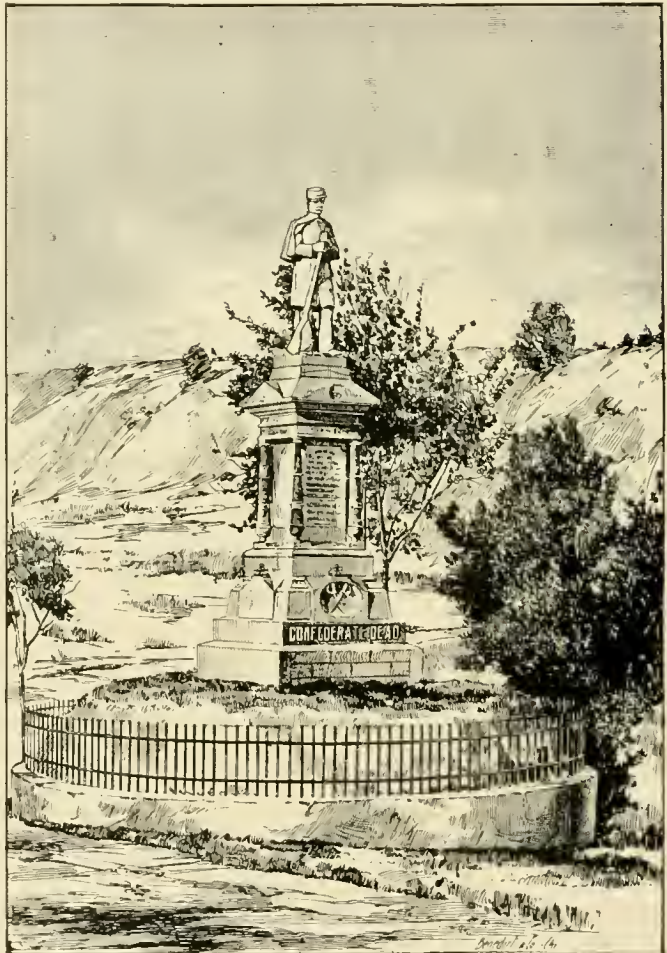
The site for the Jewish cemetery, which lies east of the city, is the almost circular summit of an elevation on the Grove street road. With commendable pride and liberality the population attached to the Hebrew faith purchased it several years ago, surrounded it with a substantial wall of coping and suitable enclosure, and converted the spot into handsome and exceedingly well kept grounds. The situation is a commanding one, the view of the city from the summit being especially fine. Here the lines of the opposing Federal and Confederate intrenchments approached each other more closely than at any other point, except on the Jackson road—within less than a stone's throw in fact—and it is stated that very frequently the hand-grenades hurled by the besiegers into the Confederate lines were picked up and thrown back again before they had exploded. The entrenchments were leveled long since and where the muskets once rang out on the sultry air scarcely a sound is heard but the song of birds and at intervals the bells of the distant city. White monuments dot the closely mown sward that was once scorched by the cannon's breath "and many a time you there might pass, nor dream that e'er that conflict was," if a paraphrase of the poet's language is admissible.

The city's drives are also highly attractive, whether one chooses to confine himself to the limits of the corporation or to go further afield. That afforded by the National Cemetery road and the magnificent grounds of the cemetery itself, is pre-eminent in many respects; but Grove and Cherry and Clay and Washington streets, all well graveled thoroughfares, afford several miles of excellent drives, while every elevation offers some attractive scene to catch and delight the eye of even one to the manner born. Still finer, although the roadway is rough and unpaved, is the route over the great ridge of hills to the National Cemetery, from whose heights may be seen the valleys of the Yazoo and the Mississippi, spread out like a map many miles in extent and bordered in the foreground by the blue waves of Lake Centennial, while the Father of Waters runs across the scene like a band of silver in the distance. About midway of this road is the boldly projecting spur of the bluffs overlooking the lake known as the Devil's Back-



bone, near which the celebrated cannon, "Whistling Dick" was mounted. Should it ever be deemed advisable to fortify Vicksburg again, these heights, guarded by modern guns and commanding the river for miles in either direction, could concentrate a weight of metal upon an enemy's decks that no vessel could hope to escape unscathed.

The drive out Washington street and the Warrenton road, is also noted for the beauty of its views of both hill and valley scenery, and the same may be said of the Jackson road, familiar to visitors as being the route to the gun monument that marks the scene of the surrender of the city. This road for the greater part of its course, winds along the summit of a ridge of considerable height from which the passer looks down upon long slopes of green fields in the valley below on each side. There are a succession of hills and valleys in every direction, each clothed in verdure. Even the most rugged peaks of these hills display the same vivid green, for the abundant rains enable all sorts of plants to grow, even in the most unpromising localities. Bluffs are festooned with honeysuckle, from the trees graceful vines depend, and in short



CONFEDERATE MONUMENT.

there is scarcely an acre within miles of the city that would not afford spoil of the richest kind for the landscape painter. In fact, a New York artist of some repute, who visited Vicksburg some years ago and went away with his portfolio enriched with some hundreds of sketches, was wont to say that an artist could spend a month pleasantly and profitably in a single ravine which he indicated.

VICKSBURG AS A BATTLE-FIELD.

As the scene of one of the most desperate sieges in history and of some of the most important military events that decided the fate of the Confederacy, Vicksburg has long been a place of patriotic pilgrimage. The Northern visitor is naturally anxious to view the theatre of one of Gen. Grant's greatest triumphs, the Southerner takes a natural pride in the fact that the defense was characterized by a heroism and a stubborn endurance rarely paralleled in modern warfare, while veterans of either army return at frequent intervals to re-visit their old battle-ground. This forty-seven days' struggle is as fresh in their memory as ever and the vestiges of their old works are eagerly traced out by these survivors of a conflict that has left behind it no bitterness. In the city proper there are few evidences



NATIONAL CEMETERY.

that such a conflict ever was. The march of improvement long since erased such intrenchments as existed within its limits and but one or two of the bomb-proofs excavated by the citizens as a refuge from the rain of shot and shell that poured down on the devoted city, are still to be seen. The old lines, however, occupied by the hostile armies and surrounding the city on the north, east and south are fairly distinct in many places and in some it would scarcely be believed that 32 years had passed since they were deserted by the legions that once held them so tenaciously. Where the Federal and Confederate intrenchments were nearest each other, on the Jackson road—only those most intimately acquainted with the ground can say that the scene of conflict was here. Since "Picturesque Vicksburg" was planned and partially executed, an attempt has been begun, and, having secured the powerful indorsement of the Grand Army of the Republic is likely to prove successful, to induce the Federal Government to designate by permanent monuments the sites of

principal interest, and the points occupied during the siege by the various commands engaged on either side. This work, if neglected much longer, cannot be accomplished, as those who are alone able to indicate them are rapidly passing away.

Among the fortifications still conspicuously perfect may be mentioned a fort in the field known as the Lane pasture, about one and a half miles southeast of the city, which has been carefully preserved by the owner of the property. Many others are also pointed out in the circuit of thirteen miles—the inner or Confederate works were over eight miles in extent—comprised in the intrenchments.

The story of the siege has been told too often to bear repetition. The endurance displayed on both sides has made Vicksburg a monument to American valor and as such it will be visited for generations to come.

THE NATIONAL CEMETERY.

“How sleep the brave, who sink to rest,
By all their country's wishes blest!
When spring, with dewy finger's cold,
Returns to deck their hallowed mold,
She there shall dress a sweeter sod
Than fancy's feet have ever trod.”

A little more than a mile north of Vicksburg on the east side of the Yazoo Valley road, on which it fronts, is one of the most magnificent graveyards ever devoted to the interment of the dead soldiers of any nation. Here is a masterpiece of landscape engineering, and from the imposing entrance arch, to the verdant heights, and wondrous dells, this splendid burial ground is a grand memorial to those who died for the Union.

There are walks and drives about these grounds as delightful as any in the more pretentious parks of our Northern cities, and the visitors who neglect to spend a few hours in this charming retreat will miss one of the most pleasing experiences of their visit. A fine graveled drive twenty feet wide extends from the entrance, in the southeast corner, along the south side, overlooking the ravine, once peopled with thousands of armed men, near the river; then turns north and winds around below the terraces to the Yazoo Valley road on the east, and about one hundred and fifty yards north of the main entrance, near the lodge. A similar drive begins at the main entrance, and, winding around the plateau to the southwest, passes through the terraces, and connects with the main drive near a large natural mound in the southwest corner of the grounds circumscribed by the main drive. A series of terraces encircles the summit of the once forbidding bluff, now leveled into a charming plateau on three sides—south, west and north. Long avenues of trees, mostly Spanish oaks, lead in and out among these terraces, and these are supplemented everywhere with tropical plants and picturesque *parterres* of blooming flowers. Cosy nooks are here, where the tired visitor may rest, and drink in the vast panorama that stretches before him across the peninsula away to the Louisiana shores; delightful shades, where with book or sketch one may beguile the fleeting summer hours.

The pathetic roll of the unknown dead who sleep here lengthens out until 12,749 are entered, with 3,889 known; a total of 16,618 soldiers who lost their lives in the storming of the “Gibraltar of the South” and adjacent fields, during the memorable siege which resulted in Vicksburg's capitulation to Gen. Grant, July 4th, 1861, after a contest begun in November the previous year. This cemetery is on high ground overlooking “Lake Centennial,” and it would be difficult to find another location so fitting for the use. The grading, the drainage, the landscape gardening, in every respect, are admirable, and the effect in details is beautiful; as a whole, imposing. On the plateau above the terraces is the Lodge, Flag Staff and Rostrum.

From the top of the “Indian Mound,” on which stands the Grant-Pemberton Monument, a landscape view unequalled in grand variety and extent, is presented—Lake Centennial encircling DeSoto Island at its foot, while, like a silver band, the broad Mississippi, fringed with its forests of emerald hue, in the distance following a serpentine course, divides the valley below. Full view is also had of the forts and fortifications on Fort Hill, and the formidable redoubts that once formed from off the ridge as far as the eye can reach.

The main avenue, known as Grand Avenue, Indian Mound Avenue, and Chinaberry Avenue, are broad, cleanly-swept walks and drives, overhung with superb shade, and bordered with leafy foliage, that vie with the most pretentious avenues of Mount Auburn or Greenwood. Mound E., the site of the officers's graves, contains an elegant basin of water with fountain, and affords a delightful view of the river, that is unsurpassed even in this wonderful Southern clime.

The cemetery is visited at all seasons of the year by tourists and travelers, as well as the general public in the immediate vicinity, who never seem to tire enjoying its lovely drives, and the imposing effects of the trees, shrubbery and flowers that are here in luxu-



RESIDENCE OF GEN. E. S. BUTTS.



RESIDENCE OF MRS. BETTIE B. WILLIS.

rious abundance. The record of interments of the various National cemeteries, show that the one in Vicksburg is the largest in the country. When it is considered that the number is equal to the present population of most of the smaller cities of the Union, and exceeds any town in Mississippi or Louisiana, excepting Vicksburg and New Orleans, some idea may be formed of the magnitude of this veritable "city of the dead," which no visitor should omit to visit.

"By fairy hands the knell is rung
By forms unseen their dirge is sung
There honor comes a pilgrim gray
To bless the turf that wraps their clay;
And freedom shall a while repair
To dwell a sleeping hermit there."

VICKSBURG'S MILITARY COMPANIES.

Vicksburg has always taken the deepest pride in her military organizations and the fact that she sent no less than eighteen companies to swell the Confederate forces in the civil war is sufficient evidence of the martial spirit of her people. This, however, had already been displayed on earlier fields, for the city's oldest military organization, the Volunteer Southrons, is the lineal successor of two companies, the Vicksburg Volunteers and the Vicksburg Southrons, which as portions of Col. Jefferson Davis' First Mississippi Regiment shared the perils and glories of the Mexican war and the laurels that fell to the lot of that gallant command on the bloody field of Buena Vista. When the civil war begun the Vicksburg Volunteer Southrons, under command of the late Col., then Captain, D. N. Moody, went to the front in May, 1861; and in the army of Northern Virginia as a part of the Griffith-Barksdale-Humphreys brigade, McLaws division, Longstreet's corps, dared all that man might dare in the bloody four years' struggle that ended at Appomattox. It is needless to say more. The present command was organized as a portion of the National Guard of the State, with Mr. John A. Klein as captain and has since won an honorable reputation by its proficiency in military evolutions, as displayed on many a competitive field. Its captain is D. S. Compton, and its roster numbers about 100 men. The company has a commodious armory on South Washington street, where it entertains visiting military. It is well equipped, both with arms and accoutrements.

The Warren Light Artillery, whose armory is situated on North Walnut street and is owned by the company, is another historic command and one whose past glories would be an incentive to daring deeds, should need arise. The original command, better known from its commander, Maj. Chas. Swett, as Swett's Battery, was organized at the outbreak of the war and entered the conflict one hundred strong. Attached to the Army of Tennessee, its history is one of the brightest though most terrible pages in that of the forces led in succession by Albert Sidney Johnston, Bragg, Joseph E. Johnston and Hood. Distinguished service was rendered by it on every field, but especially at Chickamauga and at its last terrible fight, Jonesboro, Ga., in 1864, where after a hard to hand struggle its few survivors were killed, wounded or captured, its guns lost and the command practically annihilated. The battery was frequently recruited, its losses being extremely heavy. Nine of its original members are still alive, of whom Surgeon T. G. Bitchett is now serving in the same capacity with the present command. The latter was organized shortly after the war, with Major Sweet as commander. Years ago Capt. J. J. Hayes was chosen commander, a post which he still holds, with honor to himself and to the great benefit of the battery. The other officers are: First Lieutenant G. R. Moguin; First Junior Lieutenant, J. W. Musgrove; Second Lieutenant, Alex. Musgrove; First Sergeant Allen Adams; Surgeon, T. G. Bitchett and Assistant Surgeon, J. A. K. Bitchett. The company has 80 men on its roster, of whom some forty are thoroughly drilled and equipped. The company's proficiency in drill and in firing has been frequently complimented by military men, and its men display a most laudable pride in the organization. Its arms consist of two three inch rifles and a gatling gun, besides the customary side-arms.

FRATERNAL SOCIETIES AND CLUBS.

The quality of gregariousness, as well as its higher development which is the foundation of all the benevolent associations known to humanity, is strongly displayed in Vicksburg, and few towns of its size are the seat of so many fraternal or purely social organizations. The Masonic Order is represented by a Blue Lodge, Chapter, and Commandery, each of ancient foundation and each strong in numbers, meeting in a temple whose architecture and furnishings are meritorious in design and execution; and few of the younger orders are unrepresented. There is a large following of Odd Fellows, comprising three lodges, besides the Encampment and the lodge of Daughters of Rebekah,

with some three hundred members all told; and the six hundred Pythians of the city boast that the local Endowment Rank, Section 34, is the largest in the world. The American Legion of Honor has a strong council; the Knights of Honor are a numerous band; the Ancient Order of United Workmen is one of the city's fraternal institutions; the Woodmen of the World have two strong lodges, and a Senate lately founded by the Essenic order is in a flourishing condition, nor should the I. O. B. B. and I. O. S. F. I., similar institutions of the Jewish citizens, be forgotten in the list of these powerful agencies for promoting the welfare of mankind by relieving the necessities of the sick, the widow and the orphan, for both have a numerous membership and are doing a great work in their sphere of action.

Of a character more strongly social yet not without its conspicuously benevolent features, is the Order of Elks, which has a superbly equipped lodge room, parlors, etc., and more than a hundred members, and is noted for its charming entertainments. The Elks have a penchant for entertaining strangers, and their refined and elegant hospitality is one of the city's chief attractions.

The Belmont Club, organized a year or two since, is another flourishing organization, and is about to fit itself up new and enlarged quarters to accommodate its rapidly increasing membership; the Catholic Young Men's Club has a large membership and is noted for its excellent orchestra, as well as for its well equipped gymnasium. The Vicksburg Cotillion Club is conspicuous in leading society circles, the Idlewild Club also gives a number of handsome balls annually and many others might be mentioned, which are wholly devoted to the promotion of social pleasures. The Phantom Club is now fitting up rooms, and has a large membership.

The Germania Club, organized in 1894 with Wm. Reuter as President, is designed exclusively for citizens of German nativity or extraction and is the first club of this character. It has a handsome club-house on South Monroe street and has already a considerable list of members, placing it upon a most prosperous basis. Young as it is, this club has demonstrated its strength and influence by taking the initiative with the most gratifying success in organizing the Vicksburg German-American Immigration Association, an organization which has on its list of members many of the city's foremost business men, and which has begun an active campaign in the Northwest in the interest of promoting immigration to this county and section. This association has for its presiding officer, President B. W. Griffith, of the First National Bank.

The Corresponding Secretary is Mr. Wm. Reuter, who may be addressed for any information that would-be immigrants may desire. The association was organized for the public good, not for private gain; in fact there is no possible way in which its members, individually or collectively, can derive pecuniary profit from its work, except indirectly and through the advancement of the well-fare of the community.

The club, *par excellence*, however, in that it provides for the entertainment of an entire community, young and old, grave and gay, is the B. B. Literary Association, occupying its own elegant building on the northwest corner of Clay and Walnut streets, immediately opposite The Carroll, and representing an investment probably in excess of \$50,000.



B. B. LITERARY CLUB.

The Association was organized in 1886, when it leased and proceeded to furnish superbly, the Balfour mansion, on the southeast corner of Cherry and Crawford streets, now owned and occupied by Marye Dabney, Esq. Here it prospered exceedingly until the members determined to have a home of their own, built expressly for club purposes, and having decided upon this step they purchased the present very eligible site and commissioned Architect William Stanton to plan the building. The elegant structure shown in the engraving, was the result of this commission, and is a monument to his genius and to the taste and liberality of the club. The building is of Vicksburg pressed brick with stone trimmings and was completed in Oct., '92. It rests upon foundations of the most substantial



STAIRCASE AND DINING ROOM OF B. B. LITERARY CLUB.

character, and is in all respects a model of solid elegance. The first floor, which is above an excellent cellar or basement, is occupied by two stores, midway between which is the grand entrance to the club rooms in the second story. The stairway, an easy ascent, ends in the reception room, on either side of which are the parlors, which are large and airy, and magnificently furnished. Across the way, on the west side of the building, is the banqueting hall, running the full length of the building, or 150 feet, where five hundred guests may be and frequently have been seated without crowding. This floor also contains the billiard and library rooms, besides some of the rooms devoted to the use of the caterer. The third floor is occupied by the auditorium of a private theatre, the stage—a commodiously large one and fitted up with handsome scenery—and the dressing rooms. The auditorium is also the ball room, and has been the scene of many pleasant entertainments, nearly all the social functions of the Jewish community taking place at the rooms of the club. Considered from an architect's point of view, this auditorium is one of re-



HALL OF B. B. LITERARY CLUB.

markable beauty. The ceiling is of polished ash with grained arches supporting the roof, in fact, native ash is the predominating feature of the interior of the entire building, and no handsomer material could be desired. The great size of this hall, added to its tasteful finish, makes it probably the finest auditorium in the State.

The Association now has a membership of eighty, comprising a large proportion of the Jewish population of the city, of all ages, to whom its charmed portals are a second home. Here are given the balls and parties of the children as well as of mature belles and beaux, nor do these festive events interfere with the quieter enjoyments of the older members of the club, so ample are the accommodations at the disposal of the members. Wedding receptions and banquets are also distinguished features of the club's vie intime and some of the most superb events of the kind have taken place here that have ever distinguished the city's annals. In fact, the club and club house is known all over this part of the Mississippi valley, as the centre of the most lavish, yet refined, hospitality, while its cuisine under the direction of its accomplished caterers, past and present, is no less celebrated.

The officers of the Association at this time are: President, Joseph Hirsh, re-elected at every term since its foundation; Adolph Rose, Vice-President; C. E. Beer, Second Vice-President; Laz Hirsch, Secretary; Leop Schwarz, Treasurer.

To these gentlemen the Association is indebted not only for its plan of internal operations, which is so perfect that its every detail is accomplished without the slightest friction, though it need scarcely be said that the organization is of the most complex nature; but for an attention to matters financial and an ability in their direction which has made the club a model to founders of similar institutions. How to conduct an enterprise of this character so as to afford its members the maximum of pleasure and satisfaction at the minimum of cost is a problem that might tax the ingenuity of the most successful man of business, or of any number of them. This has been done, and that without laying any appreciable burden on the membership such a splendid club house should have been constructed, is an achievement which will be an enduring monument to the men who planned and executed the scheme.

BUILDING AND LOAN ASSOCIATIONS.

In the last few years the demand for homes occasioned by the growth of population has been so great as almost to assume the proportions of a boom, though without the reaction that naturally follows feverish speculation. Cottages and more pretentious buildings are continually being built in all parts of the city, and the demand is now greater than ever. The building associations have been great factors in promoting the building up of the city. One of the largest in the South, and the pioneer association in the State, is the

THE VICKSBURG BUILDING ASSOCIATION.

This Association was organized in 1871, and its charter approved June 12th, 1871.

Its charter members were S. Spengler, Geo. Klein, John B. Harris, George W. Hutcheson, Wm. H. Jewell, John Edelman, H. B. Bruser, R. F. Beck, Wm. A. Fairchild, Wm. French and Joseph L. Herman; who elected the following as its first officers: S. Spengler, President; George W. Hutcheson, Treasurer, and John B. Harris, Secretary.

Its phenomenal growth and handsome returns to its stockholders, especially during the fourteen years of John F. Halpin's incumbency as Secretary, have been satisfactory to all interested.

Since its organization it has matured sixteen series of stock, and has paid to its stockholders for matured and cancelled stock, over a million dollars.

The hundreds of homes that its aid has enabled its borrowing members to erect and own, has not only proven its necessity and usefulness but has redounded to the city's growth, revenue and



MR. J. J. MULLIGAN, PRES.

prosperity, and in the language of a distinguished orator "has dignified human nature, as when a person sets out a tree he has a new interest in this world, and when he owns a little tract of land and home he feels like Jehovah and himself are partners, all of which tends to the creation of the highest type of citizenship."

It has now in force nineteen series and 4,153 shares, 1,700 shares being borrowed upon. It has a capital of \$391,443.28, consisting of \$340,000.00 of loans and real estate, cash and collectible assets amounting to \$51,443.28.



MR. M. J. MULVIHILL, SEC.

Its present officers are: J. J. Mulligan, President; S. Stein, Vice-President; A. M. Paxton, Treasurer; T. R. Foster, Attorney; M. J. Mulvihill, Secretary. The directors are: T. H. Allein, A. L. Jaquith, Robt. Ernst, John M. Ryan, Jos. Hirsh, V. Piazza, E. S. Butts, A. S. Kuhn, W. H. Bleything, M. F. Levy, J. M. A. Brennan, S. P. Metzger, M. Tierney, Sr., Wm. Curphey.

As representing the financial, eommercial and manufacturing interests of the city, the selection of the aforementioned officials could scarcely have been more happily made. Their direction of the Association's affairs has been fraught with advantages of the most substantial nature to its shareholders, and assres a continuance of the long career of prosperity that has hitherto distinguished its history.

The President, Mr. Mulligan, has held his office by the suffrages of his fellow stockholders for several terms, and has always administered his trust to their satisfaction. One of the most prosperous business men and manufacturers in the city, he has brought as his contribution to the direction of the Association's affairs all the clear-headed ability that has distinguished the management of his own. The encouragement of that thrift in others which personal experience has shown him is most favorable to the welfare of the individual as of society in general, is to him a most congenial privilege, as well as his duty as the head or an organization whose very basis is the development of those frugal instincts which make nations as well as persons prosperous.

The mantle of Mr. Halpin, the late Secretary, who after serving the stock-holders for years was compelled by the increasing burden of his private affairs, to retire from the responsible post he had filled so ably and so well, is most worthily worn by his successor, Mr. M. J. Mulvihill. His qualifications for the duties, the onerous duties it might be said, of this position were so eminent that all eyes naturally turned towards him when it was known that Mr. Halpin would not be a candidate for re-election. His successful administration of his laborious charge is justly regarded by his friends as sufficient to stamp him as a business man of substantial and brilliant ability.

THE MUTUAL BUILDING AND LOAN ASSOCIATION.

A new comer in the field, but already giving signs of lusty growth, is the Mutual Building and Loan Association, which was organized in the summer of 1894. It Charter members were: J. C. Bryson, B. W. Griffith, John D. Gilland, Jacob Gusdofer, D. J. Shlenker, C. R. McFarland, Robert C. Just, A. L. Jaquith, Robert Sproule, R. C. Wilkerson, David Rice, J. D. Laughlin, O. S. Robbins, John J. Mulligan, A. Warner, J. M. A. Brennan, R. V. Booth, S. C. Ragan, Laz. Hirsch, Adolph Rose, R. L. Crook, W. S. Jones and J. A. Conway.

The organization was completed July 26th, 1895, by electing the following Board of Directors, viz: B. W. Griffith, D. J. Shlenker, A. L. Jaquith, R. L. Crook, Adolph Rose, Robert Sproule, John D. Gilland, C. R. McFarland and W. S. Jones.

The following were elected officers of the Association for the first year: B. W. Griffith, President; J. D. Gilland, Vice-President; A. Warner, Treasurer; J. C. Bryson, Secretary and Attorney.

At the end of the first year, W. S. Jones and C. R. McFarland retired from the directorate, and George B. Hackett and J. D. Laughlin elected to fill their places.

The books of the Association were opened for subscription of stock August 1st, 1894. Since then, three series have been opened and over seven hundred shares of stock have been subscribed. The assets of the Association exceed twelve thousand dollars, and its loans outstanding amount to ten thousand dollars.



MR. B. W. GRIFFITH.

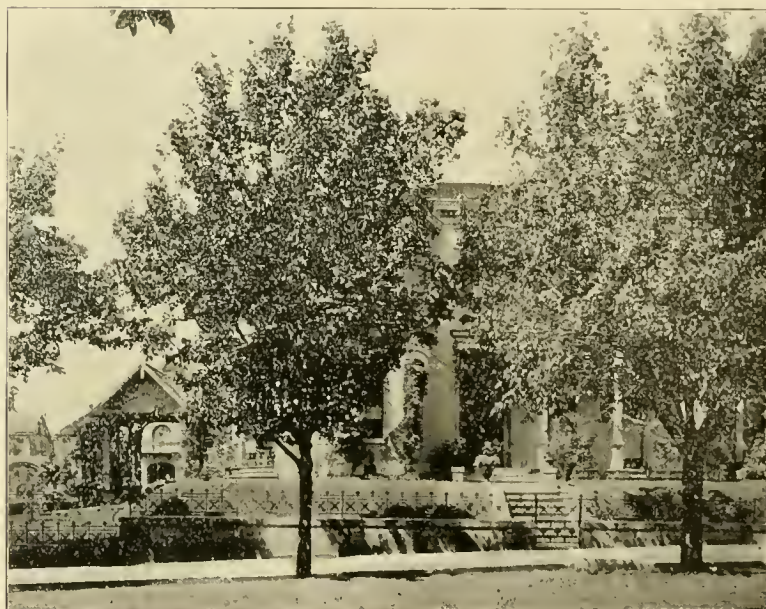
SPECIAL FEATURES.

The Association sets apart ten per cent. of its income to pay off cancelled and matured stock. This is a safe guarantee to the holders of stock that they can convert the same into cash whenever they so desire.

The Secretary and the Treasurer of the Association are each required to give bond to the Association to be made by some safe and approved guarantee company in a sum



RESIDENCE OF MR. A. WARNER.



RESIDENCE OF MRS. LEE RICHARDSON.

exceeding any amount of money they are likely to have on hand at any one time, conditioned that they each will faithfully perform the duties of their respective offices.

To the end that no officer or director may be unduly retained in office, the by-laws provide that no officer or director shall vote any stock except his own at any election in the Association.

THE MANAGEMENT.

It is the purpose of the management to be conservative at all times, and yet as liberal as possible in the bounds of strict conservatism, the object being to offer to investors a safe and remunerative means of investment for their capital, and to borrowers liberal terms, easy payments, and reasonably cheap rates of interest.

From the day of its organization, the success of this institution has been phenomenal. The character of the men who organized it, was a guarantee of success, and the integrity and business capacity of its present management warrant the continuance of its prosperity for many years to come. President Griffith, who is also President of the First National Bank, is one of the most capable and widely known financiers of the State, whose management of the affairs of the institution has been characterized by the same solicitude and attention to details which have won him such an enviable reputation among the bankers of the commonwealth.

Mr. J. C. Bryson, the Secretary and Attorney of the company, a self-made man, a hard student and justly regarded as a rising member of the bar, is also an excellent accountant and practical business man. He has acquired the entire confidence of the community during his professional career, and is considered a model secretary.

DR. H. B. WILSON,
City Physician.

H. J. TROWBRIDGE,
City Clerk.

ABE KIERSKY,
City Assessor.



CAPT. JOHN GROOME,
City Marshal.

R. V. BOOTH,
City Attorney.

PROF. C. P. KEMPER,
Supt. Public School.



RESIDENCE OF DR. R. A. QUIN.



RESIDENCE OF MR. JOHN CURPHEY.

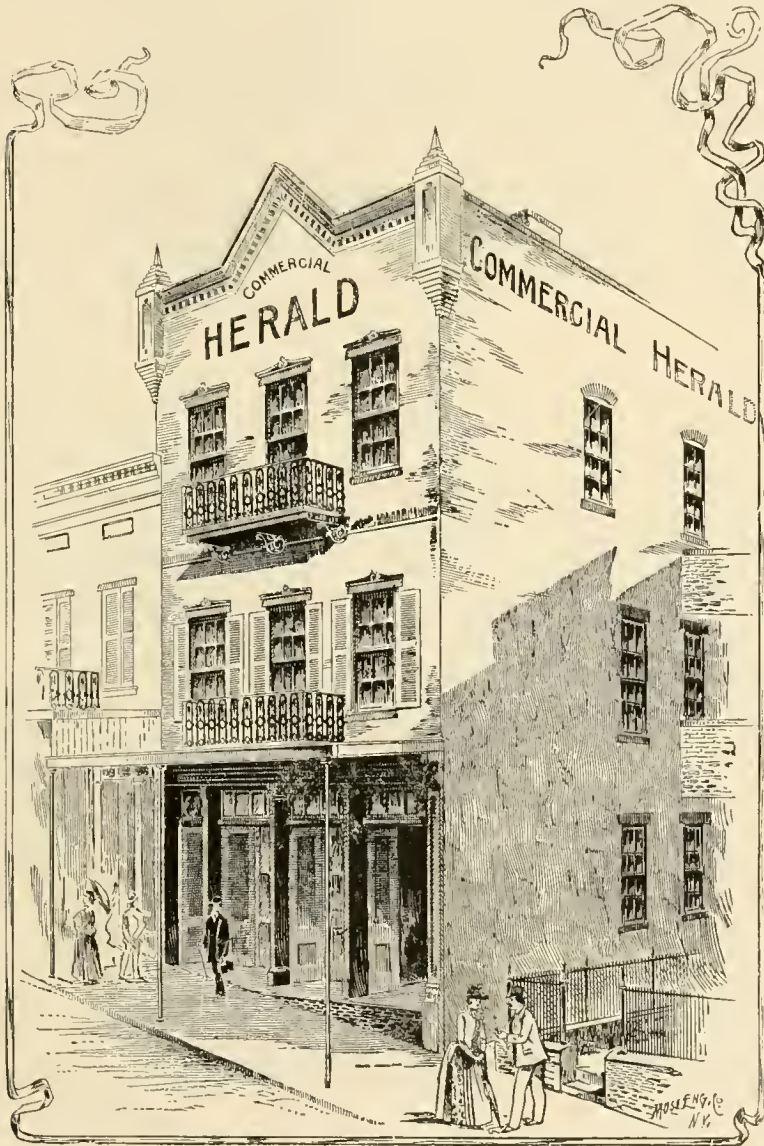
THE PRESS.

The newspaper world has always been an interesting field of activity in Vicksburg and not a few of its editors have attained eminence in their profession. At an early period in the history of the city and before the day of the Associated Press and its rivals in the art of news-gathering, Vicksburg had journals which were a power in the State and in this respect it is still the intellectual centre of the commonwealth.

The Vicksburg Printing and Publishing Company, the leading and largest publishers in the State, and proprietors of the Commercial Herald, daily and weekly, occupies the three story brick building 411, West Crawford street, which is exclusively devoted to its business, embracing the three departments of job and book printing, book-binding, and the newspaper. The officers of the company are: G. W. Rogers, President; William Groome, Business Manager and Secretary; J. S. McNeily, Editor; T. W. Campbell, Managing Editor. The Directors are: G. W. Rogers, William Groome, T. W. Campbell and C. O. Willis.

The three departments give employment to forty-five persons, including the newspaper force. A very large business is transacted in each department, and the company has contracts with many counties of the State for furnishing blank books, stationery, etc., for whose manufacture it has unsurpassed facilities, enabling it to compete to advantage with the largest foreign publishers.

The Commercial Herald is the leading journal of the State, and the only one taking the full Associated Press dispatches. Quite recently, it has put in three Mergenthaler lineotype machines, now in successful operation, preliminary to enlarging the paper and adoption of other modern improvements. In this respect it has taken the initiative among the papers of the State, and demonstrated its progressiveness in a most practi-





RESIDENCE OF MR. JOHN A. KLEIN.



RESIDENCE OF MR. JOHN G. CASHMAN.

cal manner. In politics, the Commercial Herald is Democratic, staunchly supporting the National Administration, and upholding the principles of the party with vigor and determination. It has also been for years a leading factor in the agricultural and industrial development of the State, has thrown all its influence toward the encouragement of immigration, and is justly regarded as the organ of the progressive element, now so largely in the ascendancy, in promoting material and intellectual growth by the encouragement of the manufacturing, financial, educational and religious institutions of the commonwealth.

Besides the Commercial Herald, Vicksburg boasts a creditable evening daily, The Post, whose columns always afford crisp and interesting reading and which enjoys a very liberal patronage. The paper occupies handsome and commodious quarters on West Crawford street. Its editor, Mr. John G. Cashman, is one of the veteran publishers of the State and a writer of bold and original views, wielding a pen which is notable for its vigor. In politics the Post is Democratic. It is published every day except Sunday.

There are numerous weeklies, among which the Democrat is of chief importance. It is published every Saturday, by Mrs. Clem Davis, and has a considerable circulation in the city as well as the country.

The Southland, a weekly journal, edited and published by Judge Speed, is devoted to the encouragement of immigration and the fostering of industrial enterprises, a task to which its cultivated and able editor has devoted great labor and attention.



ppendix.

The advantages possessed by Vicksburg, in point of location, climate and facilities of communication, as set forth in the foregoing pages, cannot, it is believed, fail to receive the attention of men accustomed to consider such matters. It has been shown that the city is the natural commercial centre of a large and fertile territory within the confines of Mississippi and penetrated by the lines of the Illinois Central System, but this is true also of a no less attractive region to the east and, with which it is brought into easy and rapid communication by the Alabama & Vicksburg, and the Vicksburg, Shreveport & Pacific railroads, which are divisions of the Queen & Crescent System. From each of these the city draws a rich tribute.

The farmer, stock-raiser or truck-grower, wherever he may seek for a location, can find no better country under the sun than the uplands of Mississippi and the low lands of Louisiana, penetrated for more than three hundred miles by the Queen & Crescent Route.

The town of Edwards, about thirty miles east of Vicksburg, is one of the truck-growing centres of Mississippi, and those who would care to see this pursuit in its perfection, need no better examples than are afforded by its thrifty population, whose intensive system of cultivation has proven extremely profitable. Edwards ships considerable fruit to the Northern markets, and many varieties of vegetables also, but its specialty is early tomatoes, which are shipped in large quantities. One crop succeeds another, however, so rapidly under the system of these wide-awake cultivators that it is difficult to say which is entitled to be of the greatest importance. It is a common practice with them to begin the year with a crop of Irish potatoes, follow this up with corn and field peas on the same land, and in the fall set out cabbage plants on the plot, to be followed in January or February with potatoes again. Under this system the returns from an acre of land are surprisingly large.

Edwards was the pioneer town on the Alabama & Vicksburg Railroad in this industry, but others are following its example, and all along the route of the road, cheap lands where similar results may be obtained when in the hands of experienced men, may be found by the immigrant. The most liberal facilities of transportation are accorded by the railroad, which is fully alive to the importance of encouraging this industry by giving low rates.

The parishes of North Louisiana through which the road passes, are wonderfully adapted to every variety of agricultural enterprise, as well as stock-raising. Since this country was redeemed from overflow by the construction of the present massive levees its development has been much stimulated. The soil of the alluvial parishes through which the road passes, is similar to that of the Delta in all respects, and its topography is of the same character. The climate and productions are practically the same, and cleared land is both abundant and cheap.

SOCIAL TREATMENT OF NEW COMERS.



HERE is no country under the sun where strangers are more hospitably received than in the South and it is difficult for a native to seriously take to heart the fact that a contrary opinion has arisen in some portions of the country. All the instincts of the people tend towards the exercise of the most genial hospitality and this has been experienced by so many Northern visitors that it is surprising that they should have ever been criticised on this score. The fact that in the past many of the most beloved public men of this section were Northern men should count for something it would seem—notably in Mississippi, the celebrated S. S. Prentiss. At the present time many favorite citizens of this immediate section are Northern men and ex-Union soldiers. Among these in the delta may be mentioned Dr. A. J. Phelps, of Sharkey county; who was Gen. Grant's chief surgeon; and Col. F. L. Maxwell, of Madison parish, La.; now president of the Fifth Louisiana board of levee commissioners, both of them citizens who are on the most cordial terms with the people of their adopted communities. These are but a few among many who might be named, and it may be taken for granted that in the South, and in this part of it especially, other things being

equal, a stranger from the West is just as sure of a friendly reception as though he came from the next county or from any Southern State. After he becomes known his position in the estimation of the community depends, here as elsewhere, entirely upon himself. If he is a good man he will be rated accordingly, if otherwise he will find his level. On no other conditions is association between human beings possible. Here, as in every country, civilized or barbarous, a man to have friends must show himself friendly and may depend upon receiving the consideration he metes out to others. It is taken for granted that every respectable-appearing man is a decent, well-behaved person until he shows himself otherwise and this is quite as much, it would seem, as any self-respecting man would ask. It is very true that letters of introduction count for something, as has been the case ever since writing was invented, and that men of similar views and tastes usually harmonize most rapidly, but neither religion nor politics is a bar to any man's good standing in the community. Some allowance must be made, of course, for differences in social customs, which are not the same in all parts of the United States, it need scarcely be said. In sparsely settled localities visiting is perhaps but rarely indulged in—this is in fact frequently the case—and the new-comer may imagine that he is being frozen out when in fact there is no difference in his treatment and that accorded other neighbors who may have been such for half a century, and who are upon the friendliest terms with the entire population. A little observation will soon demonstrate this to the satisfaction of the stranger and he will discover also that not one of his neighbors but is ready to display, spontaneously and naturally, the friendliest spirit in those kindly offices that one family may be expected to render to another and such attentions as bespeak and proclaim good-will. It should be superfluous to speak in the foregoing strain, in view of the kindly relations between all sections of the country at the present time, at least, and of the ties of blood and friendship linking so many of their inhabitants together.

An incident of actual occurrence in Vicksburg may be mentioned as indicative of the kindly spirit of the people. A year or two since tramps were unusually numerous and arrests for vagrancy became frequent. Whether justified in this course or not, the people adopted the idea that these prisoners were nothing more or less than men seeking employment and unfortunate instead of culpable, and such a protest was made against their incarceration that they were liberated without exception and no more arrests were made. It must be said, however, that these tramps, if tramps they were, behaved well, very few giving any occasion for arrest for crime or misdemeanor, though some thousands of them must have passed through the city during the winter.

INDUSTRIES THAT WOULD PAY IN VICKSBURG.

The list of Vicksburg's industries at the present time is a comprehensive one, ranging from the railroad shops, the cotton-seed oil mills and saw-mills and wood-working establishments—previously mentioned—down through lesser enterprises in great variety, to all of which due attention has been paid in these pages. It is undeniable, however, that many other profitable manufactures, not yet begun here, only await the advent of experienced men with a moderate supply of capital to repay the investor liberal returns. Among these may be mentioned a factory for the manufacture of material for wagons, a

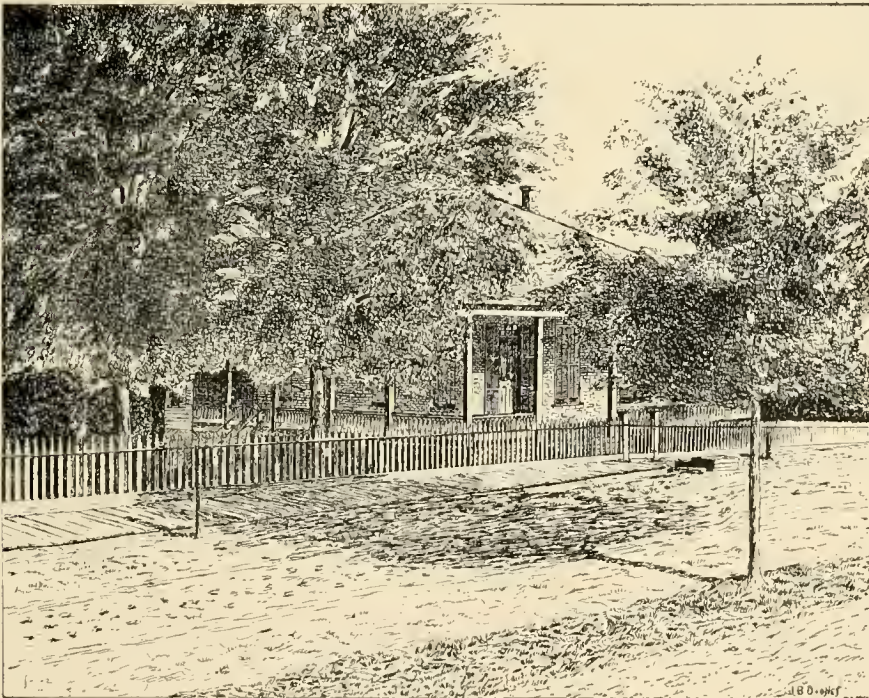
furniture factory and barrel factory, to proceed no further in the list of industries for which the raw material is in abundant supply while the local demand alone is of considerable importance. Lumber for the manufacture of all these articles is close at hand and at low rates. Both hickory and white oak are plentiful for the manufacture of spokes, felloes and the handles of implements. The saw-mills are daily lamenting the fact that they have to sell for fuel much fine ash timber that would make excellent furniture of staple grades but which is too short for shipment, and the same may be said of white oak and other excellent lumber. The freight alone on furniture, when brought from Northern factories, is sufficient to amount to a protective tariff for the benefit of the local manufacturer. Material for the finest quality of furniture is not lacking, as there is much black walnut, cherry, etc., in this section, but reference is made to the style of goods used in the ordinary households, manufactured of oak, ash, poplar—also abundant in this country—and similar cheap timber. A factory manufacturing such goods would find a profitable demand for its product in every town in Mississippi and Louisiana, to say nothing of other States reached by local lines of transportation.

The demand for barrels for sugar, potatoes, etc., both in this State and Louisiana, is very large and cottonwood lumber is an unexcelled material for their manufacture, being light, strong and very cheap. The timber is in inexhaustible supply within easy reach of the city by water routes, which admit of placing the logs immediately at the mill side. Cypress timber for molasses barrels is quite as plentiful and besides the demand for such barrels from the sugar plantations of Louisiana, every year witnesses an increased production of sorghum and Louisiana molasses in this portion of Mississippi and North Louisiana.

Boxes are already manufactured on a considerable scale to supply the local demand for shipping bacon and dry salt meats, but as yet no one has embarked in the manufacture of shooks, for packing case and canned goods and similar articles requiring small packages. Cottonwood is eminently suitable for these uses and there is no better shipping-point in the South for such products.

Last, but of prime importance and heretofore referred to in this publication, may be mentioned the manufacture of cotton goods, for which the city offers every length and quality of staple, abundant and intelligent labor, cheap fuel and unsurpassed shipping facilities. The successful mills throughout the South, under conditions in many instances much less favorable, afford convincing evidence that cotton mills would be profitable enterprises here.

In connection with the foregoing points it is worthy of remembrance that factories turning out a finished product are exempt from taxation in this State.



RESIDENCE OF MAJ. T. G. DABNEY.



SKETCHES AROUND VICKSBURG.

OIL AND LUMBER INDUSTRY.

THE REFUGE OIL MILL.

THE REFUGE OIL MILL, owned and operated by the Refuge Oil Mill Company; P. M. Harding, president; E. M. Durham, secretary and manager; was founded many years ago by the late Col. Ed. Richardson and originally occupied a site on his Refuge plantation, on the Mississippi river above this city. It was removed to its present location, on the river near Kleinston about two miles below the city, and has since been enlarged and improved, the latest type of machinery put in, including every imaginable labor-saving device and an exceptionally perfect service for protection against fire, so that it is considered one of the most complete mills in the South. It has a large whariboat for receiving shipments by



1. INTERIOR OF PRESS ROOM. 2. GENERAL VIEW OF MILL LOOKING SOUTH.

river and is on a switch connecting it with the Yazoo & Mississippi Valley Railroad and its shipping facilities could not therefore be improved upon. It crushes 90 tons of seed daily and its product, through the perfection of its manufacture, ranks very high in the market. The present manager, Mr. Durham, is considered one of the most expert manufacturers in the Southern States. The Refuge mill is the oldest in this section and has a wide-spread acquaintance and connection, and a most enviable reputation, both with producers of seed and with consumers of its products. It has ample capital, carries a large stock of seed in season and is usually in active operation ten months annually. It employs one hundred men, including its office force.

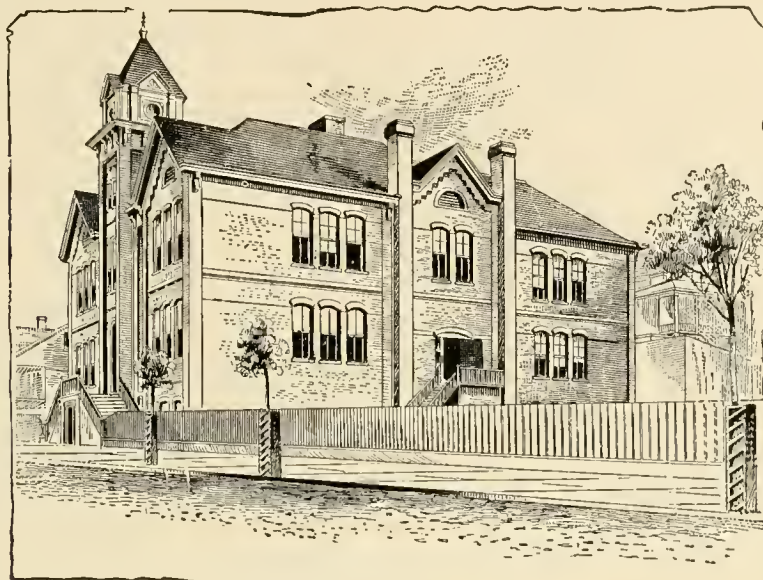
THE VICKSBURG OIL MILL.

THE VICKSBURG OIL MILL, purchased a year ago from a local company by Lever Bros., limited; of London, England, and since immensely enlarged in point of its buildings and its crushing capacity, is situated on the northwest corner of Depot and Levee streets, between the tracks of the Yazoo & Mississippi Valley and the Alabama & Vicksburg (Queen & Crescent route) Railways and on the banks of the Yazoo river canal, so that it enjoys the most perfect contiguity to lines of rail and water transportation. It occupies with its manufacturing department and its warehouses, the latter the largest in the city, nearly the space of a block. The company has just completed a warehouse, chiefly of brick and well-nigh fire-proof, 75 by 270 feet and has accumulated a very large stock of seed which it is now converting into oil, cake, linters, etc. The present capacity of the mill is easily two hundred tons daily and this vast mass of raw material, it may be observed, is almost exclusively handled by machinery after it is taken from the sacks, so that the seed is scarcely touched from the time it leaves these until the kernels reduced to meal are sacked again to be pressed. Notwithstanding these labor-saving devices the mill employs 150 hands. It is pronounced by competent judges, who have given it careful inspection, the best equipped mill in the South, having all the modern machinery. It has also its own trained fire brigade and is, moreover, provided with the automatic sprinkling system. Twelve powerful hydraulic presses, with their full complement of gins, and hulling and crushing apparatus and a magnificent battery of boilers are comprised in the plant, which has been fitted out with a judicious liberality worthy of the great firm, said to be the largest soap manufacturers in the world, that has it in its possession. An excellent view of the exterior of the mill from which some idea of its proportions may be obtained, is presented in this article. The mill is lighted throughout with electricity, and as oil mills are run night and day and with double crews it is necessary that they should be perfectly illuminated. The installation of the entire plant and the general perfection of every detail of its operation is such as to reflect the utmost credit upon the enterprise of the proprietors and the able management of Mr. Streuby, who has modeled the internal arrangements on those of the best and largest mills of the day, with valuable modifications suggested by his matured experience. It is the admiration of all practical mill men and the most gratifying economical results are predicted for it by such experts in the trade.

The entire product of this gigantic plant is shipped to the home company's works at Port Sunlight, Birkenhead, England.



THE MILL LOOKING NORTH.



MAIN STREET PUBLIC SCHOOL.

THE HILL CITY OIL MILL.

THE HILL CITY OIL MILL, T. M. Smedes, president and manager; occupies the large three-story brick building on the north-east corner of Washington and Jackson streets, as well as the adjacent warehouses immediately on the north, and transacts a large business with cattle-feeders and agriculturists in their finished products, which are of unexcelled quality. The mill is in steady operation, night and day, for nine or ten months annually, upon an average, the season varying slightly in length according to the supply of seed. It enjoys a large patronage among shippers of seed and paying the highest market prices is always able to command a full supply of the raw material. The building is filled with the latest type of machinery and its capacity is second to that of no mill of its size. The mill has proven a profitable enterprise for its stockholders, who are among the most prominent business men in the city. Recently the company has made substantial repairs on its building, while its equipment of machinery for handling and manufacturing the seed is of the highest perfection known to the trade. The seed used is purchased largely from Delta planters, though the company also buys heavily from the country wagons which ply the roads continually during the season both from this county and from points many miles in the interior. This branch of the trade is made a specialty. The mill gives employment to about fifty persons, including a large quota of experienced operatives, to whose skill the success of the enterprise is attributable in great degree and who have the fullest appreciation of the management, as attested by their long service at the mill.

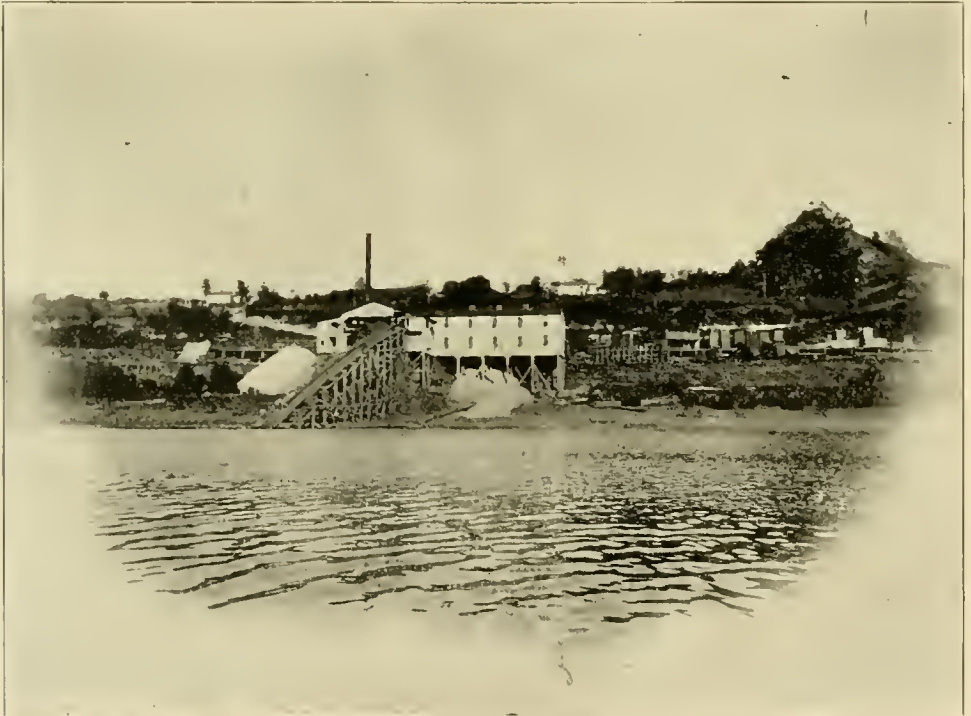
Some of the largest cattle-feeders in this section draw their supplies from this mill, which is one of the oldest in the State, though only a few years under its present organization and management. It ships large quantities of oil, oil cake, ashes and linters, both to American and foreign markets. The value of cotton seed products as food for man and beast is scarcely fully appreciated as yet, though the demand for all purposes shows a handsome annual increase. To what proportions it may yet attain, in view of the steady increase in the number of cattle fed for the Northern markets, chiefly on cotton seed meal and hulls, and of the growing use of the meal as a fertilizer, it would be rash to say, but the most experienced feeders and agriculturists have nothing but praises for these products and predict that the supply must be largely increased to meet the wants of the country. Thanks to the establishment of such mills as the Hill City, the cotton fields now produce nothing that is wasted, except the stalks.

THE CURPHEY-WOOLEN LUMBER COMPANY.

THE CURPHEY-WOOLEN LUMBER COMPANY, manufacturers of cypress, cottonwood and hard wood lumber, and large exporters of quarter-sawed ash, occupy with their mills, which are equipped with machinery of the best modern type, an eligible site on the east bank of Lake Centennial, about one half mile north of the city, and immediately west of the main track of the Yazoo and Mississippi Valley Railroad. The advantages of this situation were early appreciated by the predecessors of the present company, as affording ample room for their yards, and deep water at all seasons for storing logs, which are floated directly up to the mill, in a land-locked and currentless lake. Means of transportation, either by land or water routes, are of course in the closest contact with the plant. The capacity of the mills is 50,000 feet per diem. The company gives employment to a force of 75 men, including those employed in cutting timber, and has built up a large trade with the Northern markets for its products, which include the finest grades of white oak and white ash timber. It also supplies a very considerable local demand. Its manager, Mr. William Curphey, is regarded as one of the most experienced and able mill men in the South, and to his close personal supervision of affairs and his deep acquaintance with the timber trade, the company is chiefly indebted for its gratifying degree of success.

Its sources of supply are the immense forests of hard wood and cypress timber of the Delta, which being within easy reach of the Yazoo river and its navigable tributaries, are floated from the stump to the mills, at a minimum outlay for transportation. Cottonwood timber, in which the firm reports an increasing trade, both for local and foreign consumption, is also derived from the shores of the Mississippi river. Large quantities of this timber are converted by the firm into packing cases and boxes for salt meats, for which purposes the timber is admirably adapted.

The company's facilities for handling and cutting timber at the lowest cost cannot be excelled, and the revival of the timber trade under the stimulus of better times, has created a steady demand for all its output. It has ample capital, and as a live, energetic firm, thoroughly reliable in all its dealings, and jealous of the reputation of its product, is responsible for a large share of the increased favor with Northern consumers are regarding the hard wood of this section.



VIEW OF MILL FROM MISSISSIPPI RIVER.

CURPHEY & MUNDY.



INTERIOR OF WORKSHOP.



CURPHEY & MUNDY'S MILL.

CURPHEY & MUNDY.

As manufacturers of sash, door and blinds and a great variety of miscellaneous wood work, CURPHEY & MUNDY are no less pre-eminent than as master builders and contractors, in which capacity they have achieved a most enviable reputation. Reliability is the watchword of the firm, and its honest, durable and thoroughly artistic work has stood every test, including the crucial one of time. Its factory, of which views are given here, is a hive of industry, supplying a large local and shipping demand for its products, and employing a considerable force of skilled mechanics, including some whose qualifications entitle them to rank as artists. The firm carries an immense stock of selected lumber, including special and unusual dimensions and all sorts of fine native woods.

Among the edifices which it has constructed, may be mentioned many of the most imposing residences in the city, those of Messrs. A. Warner, W. L. Wells and A. Baer, being a few of these. The staircase of Mr. Well's house is regarded as the finest specimen of carved work in the city. It is made of native white oak, exquisitely finished, and was executed in every particular by Curphey & Mundy's workmen. The firm have just completed for the same residence, a handsome *Porte Cochère*, unique in its details of press brick, Georgia marble caps, encaustic tile floors, and elegant Norman columns, as well as a superb piece of Moorish fretwork in native oak of original design, forming a division between the dining and ordinary room. Oak and ash office furniture, counters, etc., are also manufactured by this firm, and its products vie in finish with the finest imported cabinet work. Its designs are invariably unique and tasteful withal, and consequently this branch of operations has attained a high degree of popularity, and has practically terminated the importation of such articles. In addition to its manufacturing force, the firm gives employment to a large number of carpenters, and is justly regarded as a bulwark of the building trades.

THE SPENGLER MANUFACTURING COMPANY.

The Spengler Manufacturing Company is one of the oldest lumbering firms in this section, dating its foundation back nearly fifty years, and among the largest, its operations during the life-time of the founder of the house, the late Mr. S. Spengler, of this city, being on the largest scale, while at present it is even more extensively engaged in the production and manufacture of cypress, pine and cottonwood lumber. It has a very considerable mill for cutting cypress and cottonwood timber on the east bank of Lake Centennial, within a mile of the city; where the logs are floated to the mill side and where it has a railroad switch and ample yard-room; it also owns a large mill in the yellow pine belt, at Forest, Miss., with a daily capacity of 25,000 feet, that of the home mill being 35,000 daily, and it controls the output of several other mills of considerable proportions, also cutting yellow pine. For some time past the firm has been exporting a considerable proportion of its output, after supplying a large local demand, but the completion of its new sash, blind and door factory and the installation of a new and improved plant for the manufacture of finished products is rapidly changing all that and in future the major portion of its cut will be converted into finishing stuff, in which the firm enjoyed an immense trade until the destruction of its factory by fire, some years ago. The new factory, the fourth built by the firm, is situated on Washington street, in the extreme northern portion of the city, and is surrounded by extensive yards. Two other yards covering half a block, are located on Monroe street and are stocked with large supplies of seasoned lumber. The factory plant is a very complete one and contains no machinery that is not of the most improved type. As an instance it may be mentioned that a door machine is the third of its kind in operation in the United States and the first in the South. The capacity of this machine when in full operation will be eight hundred doors a day and members of the firm say it will reduce the cost of making a door to about one-fourth the present expense. The sash and blind machines, however, are no less perfect and the production of the factory will far exceed those of one employing as many or even more hands and equipped with old-fashioned machinery.

In addition to its immense production of lumber the Spengler Manufacturing Company turns out large quantities of pine and cypress laths and shingles. It exports northward a great deal of cottonwood timber, besides working up almost as large a quantity into boxes, and no firm has done more to bring this excellent, but until recently under-rated timber into prominence and popularity with the trade. Its supplies of cypress and cottonwood timber are drawn wholly from the delta, where the forests, especially of the latter, which is rapidly reproduced from the seed, are practically inexhaustible. No mills anywhere have better facilities for receiving logs or shipping the finished product and to these advantages, supplemented by a due degree of energy and enterprise, are attributable the firm's success in the trade, which has been such as is creditable to its members and bene-

fecial to the city by giving employment to a considerable force of skilled operatives. With its large capital, kept actively at work, the development of the city's lumber industry may be reasonably expected to keep pace with, if it does not outstrip, any other productive industry. As yet the business is in its infancy, a vigorous and progressive infancy, but still a period of immaturity, however hopeful or certain, as the case really is, of phenomenal development. The demand upon Southern forests is increasing daily, however, as the Northern supplies become exhausted or diminished and with such a magnificent woodland as the Yazoo-Mississippi delta to draw upon and with such firms as the Spengler Manufacturing Co., well endowed with capital, technical knowledge and energy, to watch every point of vantage and press forward, disregarding the old ruts and intent upon pushing Southern timber interests to the front, this demand may be confidently expected to exhibit a marvelous growth, now that prosperity once more reigns from the Atlantic to the Pacific and from the Gulf of Mexico to the great lakes. As stated in another place, the construction of the Yazoo river canal will give a great impetus to Vicksburg's lumber trade by facilitating the handling of logs, as well as their storage. The firms having eligible sites on the shores of Lake Centennial will reap an immense advantage from this and none more than the one which is the subject of this sketch.

The present proprietors of the Spengler Manufacturing Co., are practical and thorough mill-men and manufacturers, versed not only in the mysteries of their daily work, but entirely familiar with the wants of the trade, both in this city and section and in the Northern markets. Their experience constitutes a rich fund upon which to draw and the past has shown that it has been freely used and with advantage to the interests of all persons concerned.



C. E. MACKAY,
CONTRACTOR & BUILDER

Dealer in Sash, Blinds, Mouldings, Dressed Lumber, Shingles, Laths, House Furnishings.

The Coal Industry.

The coal industry of Vicksburg is fittingly represented by PEATROSS, CAMERON & Co., Wholesale and Retail Coal Dealers, and the proprietors of "Vicksburg's First Class Coaling Station," which was established by Mattingly, Flowerree & Co., in 1866.

Mattingly, Flowerree & Co., were succeeded in 1879 by Mattingly, Son & Co., who were succeeded by Peatross, Cameron & Co. in 1890.

The firm is now, as it has been for many years, the Vicksburg house of Jno. A. Wood & Son, of Pittsburg, Pa., who are heavily interested in the mining of coal, and who have their own towboats to bring their fleets of coal to Vicksburg, Baton Rouge and New Orleans.

Peatross, Cameron & Co., carry constantly in stock large quantities of the very best grades of Pittsburg, Alabama and Anthracite Coal, which is always sold at the lowest market rates. They have their own tugboats and barges, and besides doing the river trade

exclusively at Vicksburg they have a good business in the towing of rafts of timber, staves and other heavy freights. They also do the bulk of the city trade in supplying domestic and steam coal to residences, factories, etc. A special item, always in the stock of the firm, is a superior quality of Pittsburg coal, not excelled by any other coal for domestic, steam or smithing purposes, which can be promptly shipped on short notice, by the barrel, hogshead, carload, barge or boatload.

Capt. John A. Wood, head of these enterprises, is a resident of Pittsburg, of which city he is a native. He is a self-made man, foremost in the business of handling tows and coal fleets, and one of the leading coal operators of that greatest of all centers of the coal trade.

Mr. Samuel L. Wood is the oldest son of Capt. John A. Wood. He is also a native of Pittsburg, and a resident there. Although a young man, he is one of the most active and energetic business men of his city, in which he has made himself a name. Wood, Bodley & Co., of Baton Rouge, and Wood, Schneidau & Co., of New Orleans, are also branches of the Jno. A. Wood & Son concern.

Messrs. A. C. Peatross and John M. Cameron are the resident partners and local managers of the firm.

Mr. Peatross is a native of Virginia, but has been a resident of Mississippi since 1870. He owns valuable property in Vicksburg, also in Louisiana, where he is largely interested in planting. He is a member of the present Legislature of the



JOHN M. CAMERON.

State of Mississippi and an active member of the Vicksburg Board of Trade. He has been associated with the coal trade of Vicksburg since 1889.

Mr. Cameron is a native of Warren County, Mississippi, having been born and reared within a few miles of Vicksburg. He has been continuously connected in the coal business with the present firm and its predecessors since April of 1873. In connection with his position in the coal business he has served as Treasurer of Warren County for the past ten years, having been elected to the office for four consecutive terms. His present term of office as County Treasurer expires at the close of the present year. Mr. Cameron is the Democratic nominee to represent the City of Vicksburg on the County Board of Supervisors for the next ensuing four years.



THE TUG JOE SEAY.—PEATROSS, CAMERON & CO.

W. O. WORRELL & CO.

The long established house of W. O. WORRELL & Co., having its office at the corner of Washington and South streets, and its large and commodious warehouse on Levee street, deals exclusively in hay, grain, feed stuffs and building materials, in which it has developed an immense city trade in addition to a still healthier shipping business, both to river points and with the interior. Lime, cement, plaster, hair, fire brick, etc., are among its specialties. Its warehouse is situated between the tracks of the Yazoo & Mississippi Valley and A. & V. and V. S. & P. Railroads, also fronting immediately on the Yazoo river canal; the firm being the first to see and seize upon the advantages accruing to shippers by this favorable location, which enables it to handle its stock at a minimum expense, and consequently to compete on the most advantageous terms with the largest dealers in any market. Cars are loaded and unloaded at either door of the warehouse,



VIEW OF WAREHOUSE FROM THE Y. & M. V. RAILROAD TRACKS.

stretching from street to street, and steamers in the canal are loaded or discharged with the same facility. The ordinary heavy expense of drayage is thus saved the firm and its patrons. The house is one of the oldest in the city, and enjoys the confidence of a large and increasing trade. In addition to those already mentioned, the firm has among its specialties, seed rye and rust proof oats, which are in large demand, as experience has shown that seed reliable in other qualities and free from contamination with the germs of noxious or other objectionable plants and weeds is always to be obtained at its hands. By such methods, and in short by the unremitting attention to the wants of its customers, the firm has sustained a most enviable reputation, while its liberality has won it their personal regard.



C. O. WILLIS, W. S. JONES, J. A. CONWAY.
 Pres't. Cashier. Ass't Cashier.

Merchants National Bank.

To write the history of the Merchants National Bank is almost to write the modern history of Vicksburg, because during the past ten years almost all of the enterprises and institutions which make Vicksburg the bustling, busy little city that she is, have been incorporated and finished, and the officers and stockholders of the Merchants National Bank from first to last have been identified with them all. Any group of American citizens who comply with the laws can easily organize a National Bank with one hundred thousand dollars capital, but to carry that bank safely through the first decade of its existence, double its capital, pay its stockholders semi-annual dividends all the time of ten per cent., per annum, and run its deposits up, at times, to a half million dollars, requires the careful shrewdness, wisdom and capacity with which the management of the Merchants National Bank is endowed; the officers and clerical force of this bank are imbued with a spirit of carefulness and politeness. No detail of the business is allowed to run itself, but is looked after and "hustled up" to assume its proper share in the aggregate of success. The business of Individuals, Merchants and Banks is respectfully solicited.

B. W. GRIFFITH,
President.

J. M. PHILLIPS,
Cashier.

FIRST NATIONAL BANK,

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Surplus, 20,000.00

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R. L. CROOK, Merchant, Wholesale Grocer and Cotton Factor.
B. W. GRIFFITH, President
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Bank, Jackson.
S. BLUM, of Delhi, La., General Merchant.

E. S. BUTTS, President.

H. C. KUYKENDALL, Vice Prest.

VICKSBURG BANK.

ESTABLISHED 1866



**CONDITION OF THE VICKSBURG BANK AT THE CLOSE OF BUSINESS
JULY 31, 1895.**

←== RESOURCES. ==→

LOANS AND DISCOUNTS	\$ 163,669 12
REAL ESTATE.....	19 442 19
U. S. BONDS.....	57,000 00
SIGHT EXCHANGE.....	96,430 49
CASH BALANCE.....	73,750 40
	<hr/>
	\$ 410,598 20

←== LIABILITIES. ==→

CAPITAL PAID IN.....	\$ 75,000 00
UNDIVIDED PROFITS.....	5,520 02
INDIVIDUAL DEPOSITS.....	330,078 18
	<hr/>
	\$ 410,598 20

P. M. HARDING,
President.

J. HIRSH,
Vice-President.

S. S. PATTERSON,
Ass't Cashier.

Delta Trust & Banking Company,
OF VICKSBURG, MISS.



Paid in Capital, \$100,000.00. Surplus and Profits, \$15,500.00. Organized Aug 1st 1889. Paid Dividends in Six Years, \$52,000.00.

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INTEREST ALLOWED ON SAVINGS DEPOSITS.**

SAFE DEPOSIT BOXES FOR RENT.

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President.

J. A. CONWAY,
Sec'y and Treas.

J. D. GILLAND,
Vice-President.

PEOPLES SAVINGS BANK AND LOAN COMPANY.

RECOGNIZING the great need for a Depository for small sums in this community, a few prominent and successful business men organized in 1889 the institution known throughout this section as **THE PEOPLES SAVINGS BANK AND LOAN CO.** Beginning with a paid in capital of \$50,000.00 and no deposits, the Bank has gone steadily up grade, until at this date its Surplus Fund is \$10,000.00, it has paid Semi-annual Dividends since its organization of 8% per Annum, and its Deposits amount to \$120,000.00 divided among 320 depositors. The names of the gentlemen connected with this institution are sufficient to guarantee its stability, and its abundant success in the past is indicative of a brighter future. Polite and careful attention to small matters is a motto of this bank, and a feature of its management is that it requires a written approval of a majority of a Financial Committee of five members to make an investment of its funds. The Bank publishes a monthly paper which is devoted to inculcating a spirit of saving among the people.

← Citizens Building & Loan Association →



ORGANIZED APRIL 1st, 1886.

OPEN BOTH TO WHITE AND COLORED.

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Vice-President,	- - -	S. A. COWAN
Secretary,	- - -	GEO. ANDERSON
Treasurer,	- - -	E. S. BUTTS
Attorney,	- - -	H. C. McCABE

DIRECTORS.

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James Mundy,	A. A. Trescott
H. C. McCabe,	M. Dabney
Geo. Anderson.	

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 A matured share is \$200 00
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Ties,	Feed Oats,	Fruits,
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and Close Prices.

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➤ GROCER ➤

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Liberal Advances Made on Cotton
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. 122 WASHINGTON STREET.

BIEDENHARN CANDY M'FG CO.



The engravings on this page represent the three Confectionery stores owned by Biedenharn Candy M'fg Co., doing a wholesale and fancy retail Confectionery business, one of the largest manufacturers of its kind in the State.

Cut No. 1 represents our strictly first class retail Confectionery and Restaurant. We make a specialty of serving Banquets for Weddings, Entertainments, etc.

Cut No 2 represents our Wholesale Department and Headquarters.

Cut No. 3 represents our South Washington Street Retail Stand.

J. W. SHORT,

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FANCY LUMP ALABAMA
COAL,

STOVE WOOD,

ASH WOOD,

HARD WOOD,

COTTON WOOD

AND KINDLING

FOOT OF JACKSON STREET,

Vicksburg, Miss.

**GOTTHELF & VOELLINGER,
JEWELERS**

—AND—

LOAN BROKERS.

103 NORTH WASHINGTON STREET.

H. A. Gabriel,

WHOLESALE AND RETAIL DEALER IN

FANCY GROCERIES,
CANDY,
CIGARS AND TOBACCO.

226 SOUTH WASHINGTON STREET.

VICKSBURG, - - - MISSISSIPPI.

TELEPHONE 238.

P. P. WILLIAMS.

W. H. FITZ-HUGH.

P. P. WILLIAMS COMPANY,

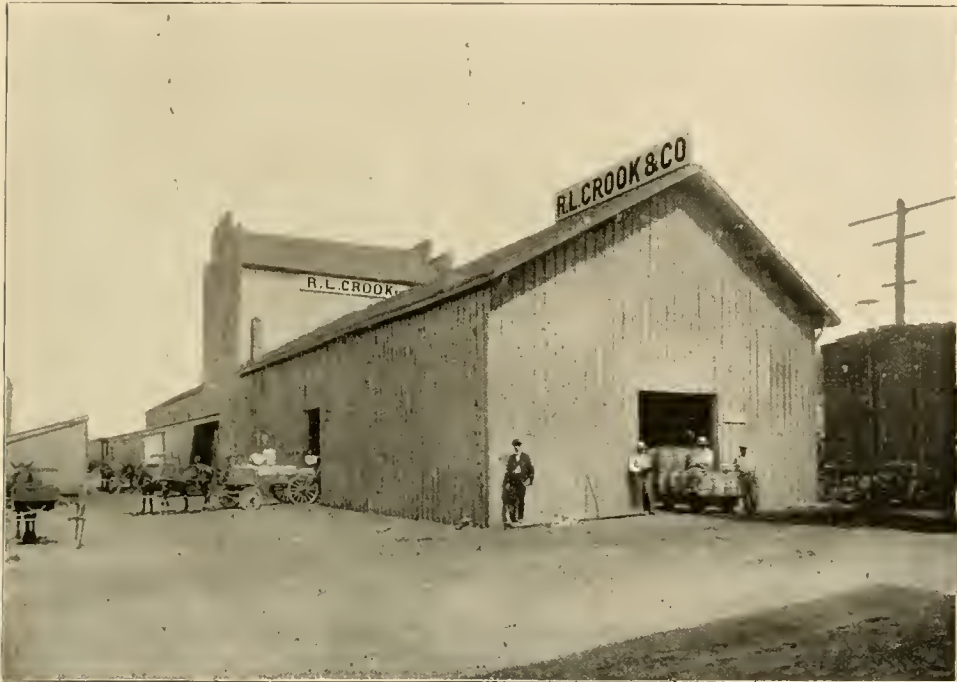
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Wholesale Grocers, COTTON FACTORS AND COMMISSION MERCHANTS.

◊SIMON STEIN,◊

—PROPRIETOR—

Vicksburg's + Palatial + Furniture + House.



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Makes Vicksburg as good and as fine a Furniture market as any Southern City. Carries always a large, elegant and varied stock of . .

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 Wall Paper,
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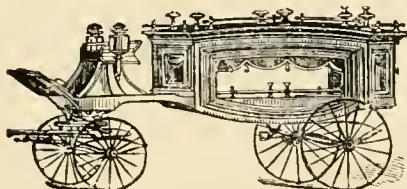
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## ❖ VICKSBURG WATER SUPPLY COMPANY. ❖

A N AMPLE SUPPLY OF GOOD, WHOLESOME WATER, is one of the principal requirements of a modern city, and far more essential in the present state of civilization than any other single requisite to its growth. This *sine qua non* is met by the VICKSBURG WATER SUPPLY COMPANY, whose works were completed in 1889 and have been in successful operation ever since, affording an immense volume of water and under such pressure that fire engines are dispensed with, except in portions of the city to which its mains have not yet been extended, and are merely held in reserve by the municipality, to meet a contingency which is extremely unlikely to occur under the Company's able management and with its superb plant. The source of supply is the current of the Mississippi river, which is drawn up at a point about two miles south of the city, where the Company's pump-house and settling-basins or reservoirs are situated. These latter are of substantial brick masonry construction and of a capacity great enough to meet the demands of a city thrice the size of Vicksburg. The machinery is correspondingly powerful and of the best type, and the fifteen miles of mains by which the water is conveyed to and distributed through the city are of unusual strength, proportionate to the pressure they must endure. A stand-pipe 140 feet in height, on the summit of one of the loftiest hills in the city, regulates the pressure of the water, which is sufficient to throw a stream on the highest buildings, or if necessary, two from the same hydrant. The water is free from organic matter and its constant use by thousands of healthful people is the best guarantee of its wholesomeness for drinking purposes. The cotton compresses and the largest oil mill in the city are protected against fire by means of hydrants supplied by this system.

The works were built under a contract with the city, which it may be said has been strictly complied with, in spirit and in letter, at a cost of \$250,000.00, the capital being furnished by New York capitalists, its present owners. Owing to the topography of the city, the execution of the plans was attended by considerable difficulties, all of which were happily surmounted. The Company's income is derived from private consumers and from the rental by the municipality for fire protection of 116 fire-plugs at an annual cost of \$7,300.

Thoroughly reliable in every emergency, the Company's relations with the City and its people, though of the most intimate character, have been distinguished by a perfection of service rendered and a total absence of friction, which is highly creditable to the management. This at present, as for four years past, is in the hands of the able Superintendent, Mr. C. R. McFarland, whose ability as an engineer is only equalled by his qualifications as an administrator of the responsible trust reposed in him by his principals.

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Warehouse: Elevator Building.  
R. L. CROOK & CO.,  
202 S. Washington St.  
Warehouse: 336 S. Levee St.  
SMITH BROTHERS,  
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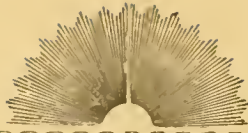


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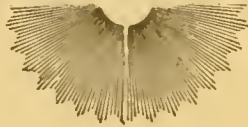
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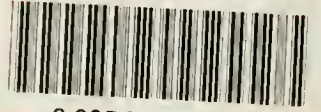








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