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[From the New York Courier.]

## The Latest Litany.

From meat that is bony;  
From bones without marrow;  
From coats that are bob-tailed;  
From trowsers too narrow;  
From a fishwoman's tongue;  
And from John Russell Young—  
Libera nos, O Domine!

From the prosing of Conkling,  
The gabble of Greeley;  
From the dishwater, Boker  
Dispenses so freely;  
From hearing again  
The blather of Train—  
Libera nos, O Domine!

From the Treasury Ring,  
With its cheating and plunder;  
From Sumner who peddles  
His counterfeit thunder;  
From the boiled codfish eye  
Of the Mountebank, Nye—  
Libera nos, O Domine!

From trading with Stewart,  
That shop-leader civil;  
From listening to Osgood's  
Intolerant drivel;  
From Bellow's cant,  
And the blunders of Grant—  
Libera nos, O Domine!

From women whose forte is  
In wearing the breeches;  
From Miss Logan, Marm Bloomer,  
Or any such—witches;  
From the squeaking of rats,  
And the music of cats—  
Libera nos, O Domine!

From Cameron's cunning;  
From Wilson's reviling;  
From Underwood's folly;  
From Colfax's sniffling;  
From Dolly Bore,  
And such noodles as he—  
Libera nos, O Domine!

From the vile band of rascals,  
Fit tools of the devil,  
That long in high places  
Have kept a wild revel;  
From Radical dogs,  
Fiends, serpents and frogs—  
Libera nos, O Domine!

- During the late war, a soldier of one  
of the New York regiments, home on a  
furlough, visited New York for the first  
time in his life. Going up one of the by-  
streets one night, after paying homage to  
Bacchus during the day, he fell in with a  
crowd of colored people on their way to  
church. In his state of inebriation, he  
very naturally went with the crowd into  
the church, thinking it a theatre, and con-  
gratulating himself on his getting into  
the house without having to pay the us-  
ual fee, and anxiously waiting for the  
curtain to rise. The clergyman arose and  
said:

"My bruddering, in dat last great day,  
when de trump shall blow, and de sheep  
shall go to de right and de goats to de  
left, who wants to be de goat?"

After a short pause, he said again,  
raising his voice: "I say who'll be de  
goat?"

A long pause followed, when he said,  
in a still louder tone, "Who'll be de  
goat?"

The soldier, supposing the performance  
delayed for a person to represent a goat  
in some play, exclaimed:  
"Look here, old fellow, rather than to  
have this thing play out, I'll be goat!"

A Kiss.—What's in a kiss? Really,  
when people come to reflect upon the  
matter calmly, what can we see in a kiss?  
The lips pout slightly, and touch the  
cheek softly, and then they just part, and  
the job is complete. There is a kiss in  
the abstract! View it in the abstract!  
Take it as stands! look at it philosophic-  
ally! what is there in it? Millions upon  
millions have been plunged into mis-  
ery and despair by this kissing; and yet,  
when you look at the character of the  
thing, it is simply pointing and parting of  
the lips. In every grade of society there  
is kissing. Go where you will—to what  
country you will, you are perfectly sure  
to find kissing. There is however, some  
mysterious virtue in a kiss after all.

THE REASON.—"Why is it, John,"  
asked a lady teacher of one her primary  
class in botany, "that flower of a daisy is  
always on the top of a stalk looking up?"  
"I can't tell," was the decisive answer.  
"Next," said the teacher.

"I don't know," replied the second.  
"I guess I've got it," said an urchin at  
the foot of the class.

"Well, what do you say, Ralph?"  
"I think," said the boy, looking down  
upon the floor, "it's for the same reason  
that the school-marm's waterfall is al-  
ways on the top of a stalk, looking up:  
'cause it's the fashion!"

"I say, Sam, if I tells you a lie,  
why is dat like my ole-arrn-chair?" "I  
doesn't see de resemblance, Pete. "Wall,  
look yere; 'cos it's de seat dat I use."

[From the Cincinnati Commercial.]

## The Rockport Railroad Project.

Several days ago we gave a brief ac-  
count of the project to construct a rail-  
road from "Shoals," Station, on the Ohio  
and Mississippi Railroad, to Rockport,  
Indiana. We have since seen an account  
of a meeting held at Brazil, Clay County,  
Indiana, in reference to a proposition to  
extend the Chicago and Danville Rail-  
road, now being built to Brazil, and  
thence nearly on a direct line to the Ohio  
River. This line would command the  
very country mentioned in our recent  
article, as desirable to be controlled in  
the interest of Cincinnati. By some  
means the value of that rich country has  
become known to those who work in the  
interest of Chicago, and, with their  
characteristic enterprise, they propose to  
lay it tributary to that point. An ex-  
tract from the remarks of Dr. W. J.  
Pierce, Chairman of the Brazil meeting,  
will show how highly the country to be  
reached is valued, and what is in con-  
templation in reference to its develop-  
ment:

"A road is now being constructed from  
Chicago to Danville, and will soon be  
completed. We are informed that the  
people of Vermillion County, Illinois,  
and of that section, have decided to ex-  
tend it to Clinton, on the Wabash River,  
if the people in Parke and Clay Counties  
will aid in its construction to this place.  
By reference to a railroad map, it will be  
observed that a perpendicular line from  
Chicago south, would very nearly pass  
through Danville, Clinton, Brazil, Wor-  
thington, Dover Hill, Shoals, Jasper, to  
either Cannelton or Rockport on the  
Ohio River, and thence to Russellville,  
Kentucky, from which, there is railroad  
communication to all the cities of the  
South.

For one, I am in favor of organizing a  
company which shall have for its object  
the continuation of the Chicago and  
Danville road, not only to Brazil, but  
through the center of Clay, center of  
Greene, of Martin, of Dubois, on the di-  
viding line between Spencer and Perry  
Counties, to the Ohio River.

Such a line would not only pass  
through the geographical center of the  
counties named, at or near the county-  
seats and large towns of these counties,  
but be the shortest route from the lakes  
to the river.

The distance from Chicago to Danville  
is 107 1/2 miles, from Danville to Clinton  
32 1/2 miles, from Clinton to Brazil about  
18 miles, and from Brazil to the Ohio  
River by an air-line it is about 100 miles.  
This line would pass through the very  
heart of the best coal and iron deposits  
of the State, and not only of this State  
but the best of the country bounded by  
the Lakes on the north, Mississippi River  
on the west, and the Ohio River on the  
south and east.

The iron ore of Martin and Greene  
counties is said, by Professor Owen, to  
yield forty per cent. of pure iron. It ex-  
ceeds in richness any of the west or north-  
west except that of Missouri and the  
Lake Superior region. That near Bloom-  
field, in Greene County, has long been  
worked, but want of cheap transporta-  
tion has caused the work to languish,  
and I believe to be substantially aban-  
doned.

This variety of ore is much needed at  
the furnaces in Clay county to mingle  
with the richer ores now brought from  
Missouri and Lake Superior.

The block coal here being almost whol-  
ly carbon, is unequalled for smelting iron  
ore, and for other processes employed in  
manufacturing iron. It is also equal to  
the best in use for domestic purposes.—  
As soon as this road is finished to Chi-  
cago, it will, for family use as well as in  
the different processes for manufacturing  
iron, supplant that now transported from  
Pennsylvania and Eastern Ohio. With  
but a single road crossing the narrowest  
width of this block coal region at this  
point, we have already been amazed at  
the progress made on account of this un-  
equalled supply of fuel.

An immense amount of transporta-  
tion of heavy material would be done  
over such a road, with such resources to  
supply freights, and such outlets and  
markets as Chicago and other points  
would supply on the north, and the Ohio  
River on the south.

But these mineral resources constitute  
but a part of the support the proposed  
road would have.

It would command the transportation  
and business of an agricultural region  
now unsupplied with rail facilities.—  
It would necessarily be required to carry  
the product and goods of the larger  
portion of Clay county, of Owen, Greene,  
Martin, Lawrence, Daviess, Pike, War-  
rick and Orange, with all (by rail) of  
Dubois, Spencer, Perry and Crawford.—  
The rich and fertile country embraced in  
these counties, would be about equally  
divided by the line, leaving on the east  
and west a distance of from twenty to  
forty miles each side to another road.

All that is or can be said in reference  
to the importance of making the south-  
west portion of Indiana tributary to  
Chicago, and securing in that direction  
a connection with the railroad system  
South, can be made to apply with greater  
force in showing its importance to Cin-

cinnati, unless possibly we except what  
may be said in reference to minerals—  
coal and iron—which Chicago is so much  
less abundantly supplied with than is  
Cincinnati.

This is a much more natural direction  
for the bulk of the trade of that coun-  
try to take. Yet we see that the omni-  
versal Chicago is after it, and will get it  
unless she be headed off, and made to  
put up with our leavings. Cincinnati  
has this very decided advantage, name-  
ly, that she can reach the points named  
in Indiana and Kentucky, with the con-  
struction of but a small portion of road,  
which would be comparatively inexpen-  
sive in construction. Only seventy miles  
of railroad would be necessary to reach  
through Rockport to Owensboro, whence  
connection will, at an early day, be had  
with six hundred miles of road in Ken-  
tucky and Tennessee.

One of the reasons, of no small conse-  
quence, why it would be desirable to  
strike the Ohio at Rockport is that the  
formation of the shore banks there is  
such that a bridge can be easily constru-  
cted. Another is, that the rich agricul-  
tural lands of that portion of Indiana  
which has Rockport for a shipping point,  
have now no opening by railroad. As  
heretofore intimated, the Green River  
country can not be excelled for its pro-  
ductive capacity. It is standard for  
quality.

There should be no halting in doing  
what may be necessary to secure that  
country for commerce. It may as right-  
fully and indisputably be ours for per-  
manent commercial exchanges as any  
other city, and it would be a slur upon  
the enterprise of Cincinnati that could  
never be effaced if Chicago should reach  
down there, occupy and possess it as a  
part of her tributary country.

Nothing has been done here yet to se-  
cure the needed aid for the proposed  
road, but there will, at no distant day, be  
a canvass of the city to see what may be  
done. Meanwhile our citizens should be  
looking at their maps that they may be  
posted.

Possibly it may be discovered that one  
of the Great Trunk East and West roads  
has already had a feeler out in the direc-  
tion named. It would certainly seem  
that the advantage of the route to the  
Eastern road that may ultimately con-  
trol the Ohio and Mississippi road, can  
not be overlooked; but the incorpora-  
tion of that short road as one of the links  
in one of the great consolidated lines,  
would not inure so very decidedly to the  
advantage of Cincinnati, as if the road  
were to be owned and run in her interest.

A SNAKE STORY.—Old Deacon Sharp  
never told a lie, but he used to tell this.  
He was standing one day beside a frog-  
pond—we have his word for it—and saw  
a large garden snake make an attempt  
upon an enormous bull frog. The snake  
seized one of the frog's hind legs, and  
the frog, to be on a par with his snake-  
ship, caught him by the tail, and both  
commenced swallowing one another un-  
til nothing was left of them.

The largest room in the world is  
not the Boston Coliseum, but it is to be  
found in Lucknow, India. The great  
Imanbarra was built by one of the kings  
of Oudensa a citadel, and one of the rooms  
was set apart for the most solemn cere-  
monies of Moslem worship. The archi-  
tects were required in presenting "pro-  
posals" for this building, to stipulate that  
it should be no copy of any other work,  
and that it should surpass every other  
building in the world in beauty and mag-  
nificence.

In India the white ants are most  
destructive. Their teeth are said to be  
sharp enough to gnaw anything, unless  
it be stone, brick or metals. In three  
weeks they devoured a large library.—  
They eat up the wooden ties of railways  
in a few weeks after the ties have been  
laid down and the propriety of putting  
down iron ties, as well as building iron  
bridges, is being seriously discussed.

The Indianapolis Sentinel is re-  
sponsible for the following: "A colored  
revelist of Ducktown, encountered a  
large sized African fishing in White River,  
yesterday, and remarked to him:—  
"My good man, I see you have not yet  
found the Lord." To which Sambo, af-  
ter spitting out a mouthful of bait, re-  
plied: "Golly, massa, is de Lord lost?"

The St. Joseph (Missouri) Union  
says that "at a ball given in Patectown,  
the other night, the glass beads glistened  
on the heaving bosoms of the village  
belles like polished rubies on the deli-  
cate surface of warm apple dumplings."

The Muncie Times says: "The  
rumor that the Universalist College or  
academy, for which a large subscription  
was raised here, was, after all, about to  
be located at Logansport, is entirely un-  
founded."

One day last week the Brazil fur-  
nace made eleven tons of iron at one  
blast, and could have made more, had  
there been a sufficient number of beds  
provided.

## Our Railroad Interests.

We publish this morning some inter-  
esting facts in regard to the proposed  
Rockport Railroad which if it is con-  
structed, will open to Indianapolis a val-  
uable coal and iron region that now has  
no outlet to market. The line runs from  
Brazil, through Worthington, Greene  
county, Dover Hill, Martin county, to  
Cannelton or Rockport on the Ohio river,  
thence to Russellville, Kentucky, where  
it will connect with railroad communi-  
cation to all the cities of the South.  
The iron and coal of Greene and Martin  
counties are of the most valuable kind  
for manufacturing purposes. The iron  
is fully equal to the Missouri and Lake  
Superior, and the coal possesses all the  
qualities of the "black" of Clay county.  
The advantage of making a section of  
the State, so rich in mineral resources,  
tributary to our trade and manufacturing  
interests, can not be overestimated, and  
it is so apparent that it is hardly neces-  
sary to suggest to our citizens the impor-  
tance of giving the proposed road every  
encouragement. By observing the map  
it will be seen that the proposed line  
could connect with the Indianapolis and  
Vincennes road at Worthington, and  
about as direct a line would thus be se-  
cured to Rockport and Cannelton as  
though the object had been at the outset  
to construct a road from Indianapolis to  
those points by the most direct and prac-  
ticable route.

We are requested to state, by some of  
our citizens who appreciate the great ad-  
vantage that the proposed Rockport Road  
would be to our city, that if the citizens  
along the line, who feel interested in its  
construction, will appoint a meeting to  
consider the matter that a delegation will  
attend it from this city.

## They Must Meet the Issue.

There are certain indications that the  
Radical leaders and journals will attempt  
to dodge or evade, in the coming fall  
elections, the issue they have forced upon  
the country in the shape of the fifteenth  
amendment. They don't want to discuss  
the questions raised by that amendment,  
and would infinitely prefer that the peo-  
ple should "go it blind." But this can-  
not, and will not be permitted as long as  
there is a voice to be raised, or a pen to  
be wielded in defense of that form of  
Government, which alone is the citadel  
of liberty and the bulwark of popular  
rights.

Radicals may foam and vociferate to  
their heart's content about the equal  
rights of black men with white men, but  
there is no question upon which the De-  
mocracy of the country would sooner  
meet them than upon this of forcing, by  
an amendment of the Federal Constitu-  
tion, universal negro suffrage upon all  
the States, and thus violating and de-  
stroying the fundamental principle which  
that instrument was designed to secure  
and perpetuate. For it can not be de-  
nied that the regulation of the suffrage  
by State authority is vital to the exist-  
ence of our Federal system. There is  
no exaggeration in saying this; it is the  
plain, sober truth. Intelligent men every-  
where begin to see clearly that to de-  
prive the States of the power they have  
ever had, to regulate the elective fran-  
chise within their own borders, is to  
hand them over, bound hand and foot, to  
the despotism of a central government.  
The public conscience is fast becoming  
aroused on this point. Radical leaders  
must, therefore, abandon the amend-  
ment, or prepare themselves to meet the  
consequences of its full discussion before  
the people.—Ohio Statesman.

ECONOMY AT THE WHITE HOUSE.—  
Modern economy is an expensive luxury.  
Just examine one specimen. Under An-  
drew Johnson, there was a very clever  
official, named Cushman, who acted as  
grand usher to the President. For \$1600  
a year he consented to take the whole  
White House on his shoulders. For that  
modest sum he was content to bear the  
abuse of countless visitors and to repay  
all with uniform politeness and courtesy.  
How is it under President Grant? There  
is Dent, full Brigadier, with a salary of  
\$5000 per annum; Crook receiving  
\$1,800; Price, likewise 1,600; young  
Doughlass \$2,500; Adams (not George  
W. but another man), \$1,600; and Sha-  
monds, a gentleman of color, \$300 per  
month for simply bearing cards of visi-  
tors from this eminently polite Dent to  
the President's office. All these officials  
combined discharge the duty which Cu-  
shaw monopolized under the President  
Johnson. In other words, it now re-  
quires \$13,880 to accomplish the labori-  
ous business of attending the White  
House visitors, while it only cost \$1,600  
under Johnson. There is nothing like  
economy.—Cincinnati Enquirer.

If the ould couplet is true that—  
"The pleasure is as great  
In being cheated as in cheating,"  
a great many Radicals who expected re-  
office under the new administration must  
be happy.

The singing man keeps his eye  
this through.

GLASS WARE.  
In great variety, and of the best quality, at low prices,  
at the Drug Store, BENJAMIN RICKERT.