

Our Exchanges & Correspondents
Will send a favor on us, by addressing
to STAN, Jackson, which is the Depot
F. O. Otherwise, our mail matter goes to
Pascagoula F. O. on the coast, and we do
not get it for twenty-four hours afterwards.

A Custom House.
Twenty-eight large vessels (not counting the river craft) compose the fleet now lying in our bay, taking in lumber. A view from our beach, toward, looks like "biz." On the 31st, with Dodson's fine glass we counted four coming in from sea under full sail with a good breeze, and understood that five arrived on that day. Undoubtedly, if this were made a Port of Entry, and we had a Custom House here, many of these vessels would have come loaded with the products of other climes, instead of mud ballast.

The special Agent of the Treasury Department for Custom Houses, recommended, last year, that a Custom House be established here, and our Congressional delegation should consider it a duty they owe the State that the necessary legislation be carried out.

Give us a Custom House and Mississippi will possess a seaport which she has so long desired.

The Fish-Polo Protocol

The Attorney General having decided—upon the sole testimony of the Spaniards themselves—that the Virginians had no right to carry the American flag; the salute to the flag, which was to have come off on Christmas day, was dispensed with. The next thing in order will be for the Spanish Government to demand that the Virginians, and those captured in her who were turned over to this Government, be returned as pirates, and we advise the persons in this category to be speedily "hauling their holes, and making tracks for the hills of Arkansas" or some other place where the Government can't lay its hand upon them. Recently the Fish-Polo affair has shown that the latter is the long pole which gathers the fruit and the former is but a very small sardine.

The Election.

On Saturday, 20th ult, in accordance with notices published in the Handsboro Democrat and the Star, a convention was held at our depot to nominate Anti-Radical candidates to fill the vacancies in both houses of the legislature, in this district.

Col. Smith was called to the chair and Mr. J. M. McInnis was appointed Secretary. Geo. Wood Esq., stated that he had received a note from Judge Champlin requesting him to put his name in nomination; but it was urged, that as Judge C. had been elected to the new legislature and was a member of that body, and as it was probable both bodies would convene in session, at the same time in January, that some other person should be nominated to fill the vacancy for the unexpired term of the present legislature; and after ordering that for these reasons the Convention declined to consider Judge C's name, and that they should be spread upon the minutes; the Convention nominated Mr. L. N. Dantzer of this county for Representative and Hon. R. Seal for Senator.

As the opposite party ran no candidate, it was supposed—at least in this county—that Mr. Dantzer would have no opposition, and therefore his friends made no exertions in the election.

But Judge Champlin presented himself as a candidate and the returns from Harrison county elect him.

J. Henley, Esq., ran as an independent candidate for the Senate but Mr. Seal was elected.

RETURNS.
Jackson County.
Dantzer..... 197
Champlin..... 37
Seal.....
Henley.....

We have not the entire vote of the county but sufficient to know that Seal and Champlin are elected.

Gov. B. Jones, the Methodist, was appointed to this Circuit, and arrived at Moss Point and will take place this morning 4th

OUR PILOT COMMISSIONERS AND PILOTS, IMPEDING OUR COMMERCE.

It does seem as if the very devil prompted the Carpet-bagger to act continually in a manner inimical to the best interests of the place, or community where his baleful influence is exerted; and that he exercises devilish ingenuity in arraying himself against the views and wishes of the best citizens of a community, merely from a sole love and desire to thwart them, even when there is no plunder to be obtained or spoil to bear away.

The legislature, last spring, passed an Act creating a Board of Pilot Commissioners for the Port of Pascagoula. The duties of the Board are simple, but as it has charge and supervision of the Pilots, and to a certain extent, of vessels entering our bay, a correct discharge of its duties is very important to our place as a port, and to its commercial interests.

As no pay, perquisites or emoluments were attached to it, it was supposed that no one would crave the office, unless influenced solely by a desire to render the State service, and would then wait to have his services solicited.

But the bill had scarcely passed, when, like the lone bizzard which describes the carrion afar off, or the jackal which sniffs prey in the breeze, the carpet-bagger hastens on to Jackson to get an appointment under the bill.

He obtains it; an ignorant negro, we suppose on his recommendation, is another appointee; and the mill-owners, merchants and others, citizens of the place interested in its prosperity, succeed in having one of their number appointed as the third member.

Since the creation of this Board and the appointment of the members, several meetings have been held, pilots have been appointed and other business transacted, yet the member last mentioned has NEVER BEEN INFORMED OF A SINGLE MEETING notwithstanding he called more than once at the place of business of the C. B. member and requested that he be informed whenever a meeting was called. But this was never done.

"Ring has been formed, consisting of certain pilots and stevedores and these two commissioners, and the "machine" which they attempt to run is nothing less than the commerce of this port, which is to be regulated to suit their selfish ends. We all know, that the pilots, creatures of these commissioners, have insisted upon charging one-half pilotage fees, when their services were not needed by vessels going over the bar, against the explicit wording of the bill creating the Board; and in this they have been upheld by the two commissioners.

A vessel was towed from Mobile some months ago with a pilot on the tug and a stevedore to load her, whereupon the "Ring" arose in arms to resent this infringement upon their rights; a willing Justice of the Peace was appealed to, who exercising the jurisdiction solely belonging to a U. S. Admiralty Court, issued a warrant for the arrest of the pilot or stevedore; and the vessel, lying in the bay, was boarded in the absence of the Captain, by a negro constable and an assistant, and the unresisting stevedore at work in the hold, was arrested at the mouth of cocked pistols presented at his head, and conducted ashore. The mate, ignorant of these proceedings, arrives on the train from Mobile and going to his boat sees the constable in it; he pushes out in a skiff to go alongside when he is hit over the head twice with the heavy oaken tiller and left for dead.

An injunction was gotten out by the pilots to prevent the steaming Rolla, belonging to the place from towing vessels out or in.

And every expedient has been resorted to, to prevent any "outsiders" from interfering with "the ring" in their control of vessels arriving or departing.

Pascagoula Harbor

THE U. S. ENGINEER REPORTS FAVORABLY.
It is with the sincerest pleasure and gratification that we are enabled to announce that the forthcoming Report of the U. S. Engineer, based upon the survey of our Harbor and mouth of river, last summer, in accordance with instructions from the War Department, is very favorable to our place as a port.

The officers who made the survey, recommends in his report, the dredging of a channel, one hundred feet wide and seven feet in depth at low tide (this will give us ten feet at ordinary tide) across the bar at the mouth of our river. The sides of this channel to be revetted to protect it from refilling. The cost of the work is estimated at \$12,374.00. And as the State has appropriated for this work \$25,000, conditional on the citizens of Pascagoula adding \$5,000, and advertisement for contract having already been made, it is recommended that the U. S. Government assist the work to the amount of \$30,000, on condition that the plan for improvement, recommended by the U. S. Engineer, be adopted.

The \$5,000 required of our citizens has been, it may be said, raised; the subscriptions will be pushed this week and we have no hesitancy in declaring that this week the full amount, will be subscribed to, and we will publish in our next, the names of the subscribers, with their amount of subscription. This secures the State appropriation and we have no fear but that our active and zealous Representative in Congress, assisted by the whole Mississippi delegation, will take immediate steps to secure the appropriation from Congress recommended by the U. S. Engineer.

The beneficial result of such a channel through the bar at the mouth of our river will be immense. A much larger class of vessels will be able to enter our river and come up to the mills. Many of them will be able to take on their full cargoes at the mills and thus save a heavy expense in lighterage. A larger class of lighters can be used, when necessary, and thus be able to lighter for less; and an impetus will be given to our lumber trade which will cause it to immeasurably increase.

Pascagoula will then only need to be made a Port of Entry, to give us an import trade; and Mississippi will have her long desired Seaport, to which she will soon push her railroads.

Now timber is now being gotten out here for the English market, and English merchants are now inquiring if they cannot send Cargoes in their vessels to this port. They here, can unload and transport their cargoes, by rail to New Orleans or Mobile cheaper than they can carry their cargoes to these cities, and then come here for lumber. But this not being a port of entry, with the proper officers of the customs, this cannot now be done. Our trade demands the location of the Custom House for this District, at this point.

Our obliging Deputy Collector, and Inspector of Customs, Mr. W. H. Gillespie afforded us access to his exceedingly well-kept books, from which we could soon gather the information desired, if all the vessels leaving this port cleared at the Custom House, but the Texas and New Orleans traders do not so clear and therefore a statement from these books would not include more than one-third of our business.

But, from Mr. Gillespie's office we learn the amount of tonnage that entered and cleared the past year; remarking that this does not include the vessels which regularly ply between Texas and New Orleans, and this port which is fully 2-3rds of the business done at the place.

No. vessels entered 98; cleared, 135; total tonnage, 41,294.54; and we will add that on the last day of December after we had obtained this information we saw four (and understand there were five) large vessels come in, which are to be added to the above.

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The chairman explained the object of the meeting to be to raise the amount of \$5000, the sum required to be subscribed by the citizens of the county, by the bill appropriating \$25000 by the State, to deepening the pass at the mouth of our river; and called upon Geo. Wood, Esq., to explain more at length.

Mr. Wood explained the legal status of the private canal, now existing, and stated that judgment against this canal had been obtained in the Circuit Court; and in showing the importance of freeing our river craft from the toll in passing through the canal, which is now exacted of them, it was illustrated by the statement of an owner of a vessel that he had paid \$272 toll dues in twelve months.

Col. Smith urged the necessity of raising the fund at once, in order to secure the State appropriation and furthermore, the Congressional appropriation recommended.

Mr. Moseley, of the firm of Moseley & Wheelwright of Boston, feared that not being a citizen of our county that a subscription from him would not come within the letter of the law requiring the amount to be raised by "citizens of Jackson county," but his doubts in this matter were removed, he very generously subscribed \$200.

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Mr. Moseley moved that a committee of two be appointed to solicit and procure subscriptions to the fund, and that if more than the necessary amount be raised, that the committee be empowered to reduce each subscription pro rata. And the chair appointed as this committee Messrs. J. M. McInnis and Mignol Pol, when upon motion, the meeting adjourned sine die.

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On Christmas day Mr. Albert Delmas, found himself minus some clothing and boots which had been taken from his store, but found all in the woods afterwards, excepting a pair of pants.

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Mr. Durel informs us that the English merchants are inquiring if they cannot ship cargoes direct to this port, in the vessels they send for the timber. A wharf at the railroad bridge—which no doubt the Company would soon build—could receive the cargoes, and thence they could be transported to New Orleans or Mobile, if we had a Custom House, with appraisers &c.; but now these, and all other vessels, bringing

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THE SUN.
WEEKLY SEMI-WEEKLY & DAILY.
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