

The Highland News.

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HILLSBOROUGH, OHIO: Thursday, Feb. 17, 1876.

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Letter from Gen. Sherman.

The following letter was written by General Sherman to a member of the Ohio Legislature, and explains itself.

"St. Louis, Mo., February 2. "Dear Sir—Your kind letter is just received, and though I thought every body knew my general opinion on the points of your inquiry, I can not hesitate to answer you in such a way as to admit of no misconstruction. I never have been, and am not now, and never will be, a candidate for the high office of President, before any convention, or the people.

"I shall always prefer to see that office filled by one of the million who, in the civil war, stood by the Union firmly and unequivocally; and of these I notice many names of the willing and capable—prominent among them that of General Hayes, now Governor of Ohio, whom I know as a fine officer, and a gentleman in every sense. I do not, however, wish to be misunderstood as presuming to advise anybody in his choice of the man.

"My wife and family are strong Catholics, but I am not. That, however, is nobody's business. I believe in the common schools and don't stop over the little matters that seem to be exaggerated by the press in some quarters. However, these schools are extravagant, and indulge in costly buildings and expensive teachers, so as to be a heavy burden to the taxpayers. This tendency ought to be checked, which may easily be done without making it a political question. Self-interest will regulate this, and make schools free to all, and capable of imparting the rudiments of a good English education.

Yours truly, "W. T. SHERMAN."

THE REPUBLICAN STATE CONVENTION. The next Republican State Convention will be held in the City of Columbus, on Wednesday, the 29th day of March, 1876.

The Convention will nominate candidates for Secretary of State, Judge of the Supreme Court, Comptroller of the Treasury, Member of the Board of Public Works, and Two Electors of President and Vice President of the United States.

It will also designate four Delegates and four Alternates to represent the State in the Republican National Convention to be held in the City of Cincinnati on the 14th of June.

The Delegation from each Congressional District will also be prepared to announce or select two Delegates and two Alternates to that Convention.

We recommend that the meetings in the several counties for the selection of Delegates to the State Convention be held on Saturday, March 18th, 1876, and that efforts be made to secure a large attendance at these meetings, so that the people shall be fairly represented in the State Convention.

The basis of representation in the Convention will be one delegate for every four hundred votes cast for General R. B. Hayes for Governor in 1875, and one additional delegate for every fraction of two hundred votes and upward in each county.

All voters, without regard to party affiliations, who desire the success of the principles of the Republican organization, are cordially invited to join in electing Delegates to that Convention.

(Here follows a list of delegates to which each county is entitled, Highland county being entitled to 8. The entire convention will consist of 750 delegates.)

By order of the Committee, A. T. WIKOFF, Chairman Republican Central Committee. J. C. DONALDSON, Sec'y.

The Gray Nuns' Act, passed a year ago by the New York Democratic Legislature, has just been repealed by the Republican Legislature of that State—the vote being unanimous in the Senate, and in the House, 103 to 3.

While graduates of seminaries &c., applying for the position of teachers in common schools, were subjected to a severe examination, the Gray Nuns' Act exempted from such examination all applicants for positions in the common schools who had diplomas from the Gray Nuns' school.

The Republic says: "Faith in gratitude of Republicans would have been sadly shaken if the victims of deliberate starvation at Andersonville could have looked beyond their misery and beheld the authors and abettors of their sufferings standing on the floors of Congress, defending the cruelties practiced, and holding up to the loyal people of America that arch traitor, Jefferson Davis—whose life has been spared through the magnanimity of a Republic he endeavored to destroy—as a model of patriotism and 'public virtue.'"

"We think that it is safe to predict that the first choice of Ohio will be Hayes, and its second choice will be Hayes."—Ohio State Journal.

Narrow Gauge Railroads.

For the information of our readers we copy the following information from a letter to the Cincinnati Gazette.

It gives many facts of interest concerning the economy of the narrow gauge system of railroads.

To introduce our subject, all gauges have so far been experimental, as fixing the width between the rails, but the following facts will be admitted, first, that every inch added to the width of the track over what is absolutely necessary for traffic adds to the cost of construction, increases the proportion of dead weight, or non-paying tonnage, increases the operating expenses, consequently increases the tariffs to the people.

These facts being admitted, we have demonstrated on more than 3,000 miles of the narrow gauge railways now in the United States and Canada. They are, that less capital is required, steeper grades and sharper curves are admissible; that the non-paying tonnage is greatly reduced, that the capacity is equal to that of any gauge; that even the break of gauge between the wide and narrow, necessitating the transfer of freight and passengers, is less than the extra cost of transportation over the common gauge.

The difference in cost of construction has been misstated. It is not simply a prism between the rails of the difference of gauge only, but, in addition to that quantity, it is the difference in location. As the modern gauge can use sharper curves—say as high as fifteen or twenty degrees—with safety, its line would be located where the wider gauge could not, as engineers usually avoid curves of over six degrees on the common roads. Here there is a great saving in construction, as the modern gauge is more flexible, hence can avoid heavy cuts and fills by change of location. Add to this the ability of the narrow gauge to use steeper grades, because the dead weight being so much reduced, their train will be less in weight. But to illustrate, a train of 200 tons of freight on the common roads requires twenty cars, weighing ten tons each, making the total weight of cars and freight equal to 400 tons. As the narrow-gauge cars weigh only four tons, and carry eight tons, (as done daily on the Cairo & St. Louis road) it would require twenty-five cars, weighing in the aggregate 100 tons, to carry the 200 tons of freight, making the train on the narrow-gauge. It can, if necessary, use steeper grades.

The next item of cost is that of cross ties. The common gauge ties are usually 6 by 8 inches, by 5 1/2 feet long, containing about 35 feet board measure. The ties of modern gauges are 5 by 7 inches, by 5 feet long, containing 17.5 feet board measure. Here there is a reduction of one-half. The rails of the common roads usually weigh 60 pounds per yard. The rails used on the narrow gauge weigh from 30 to 40 pounds per yard—usually 35 pounds per yard. Here, again, is a large reduction in the cost of construction over that of the common gauge. In the same ratio the cars, locomotives, and fixtures cost less, reducing the average cost of the narrow gauge roads, fully equipped, to from \$19,000 to \$25,000 per mile, while that of common gauge averages from \$45,000 to \$90,000 per mile. The new system the people can build and own and be no poorer, the other system (4 to 10) has so far paid no returns (in general terms) to the people on their investment. That the common-gauge roads have been and are now, of great value to our country; that they are doing the business of the country at less rates than they can afford, no one will deny. But the question now to be solved is this, can the new gauge serve the same purpose, viz that of carrying passengers and freight as quickly, as cheaply, and as safely, at less rates in proportion to the cost of constructing the two gauges? Should we find nothing gained by the wide over the narrow gauge, then we shall claim that the modern gauge is the gauge to adopt. More railroads will be built, but no more money should be expended than is absolutely necessary.

Transportation, equipment, and cost of, will be the subject for my next communication. M.

A Sample Reformer. Sam Randall, the Democratic leader of the House, thinks that the poor West Point Cadets who get a salary of \$600 a year, ought to have their pay reduced, yet he still keeps his \$5000 bank pay in his little pocket. If he would cover that into the Treasury, it would pay the cost of the son of the poor man as a cadet for about ten years. But Sam's a Democratic "reformer."—[Dayton Journal.]

In order to be happy, one must be on good terms with his pillow, for the nightly reproaches it can make must be heard.

Notes on Texas and the South-West.

We left St. Louis, Jan. 19th, at 10 A. M., in company with over a hundred and fifty other excursionists for Texas.

Richard Couch, of Pana, Ills., was in charge of the excursion party, which was composed of persons, a few ladies among the number, from New York, Ohio, Ills., Ind., and other States. Fare from St. Louis to Galveston and return, with forty days to go upon, thirty-two dollars and to other points in Texas at proportionally low rates.

Our route was via Iron Mountain, Mo., Little Rock, Ark., entering Texas at Texarkana, (Texas and Arkansas line) and is called the Iron Mountain route. The ride was a pleasant one, or would have been under ordinary circumstances, but the terrible rains of the day or two previous had done much damage to the road, and we were delayed very much, not reaching Galveston until midnight Friday, 21st, distance from St. Louis 875 miles.

Iron Mountain is the greatest natural deposit of iron ore in the world. Its yield per day now is said to be over one hundred car loads, and the quality is superior.

From Iron Mountain south, we saw but little good farming land, in fact it is very poor, except an occasional tract of moderate quality. Mile after mile, nothing can be seen but low lands, covered with a low growth of oak and pine, with some holly and sweet gum. Upon some uplands the pine reaches a good size, and is valuable for building purposes.

For miles we saw little or no land, as the whole country was a sheet of water. The fall is so little that after a heavy rain, such as had just fallen, the country is like a lake. In this low wet country, the moes hang upon the trees in beautiful gray or green colors, sometimes reaching downward five feet, and far surpassing my power to describe it.

Little Rock, the capital of Arkansas, (generally pronounced "Arkansas") about three hundred miles from St. Louis, is situated in a moderately good country, the soil generally a dark red. Some corn, and considerable cotton is raised through the country between Little Rock and Texarkana. An average cotton crop upon the uplands is half a bale, on low, black lands, about a bale. Cotton sells along the road at from 9 to 11 cents per lb., and certainly is not a very money-making business in that part of the country, as it takes about seven hands to work a field of cotton that one would work in corn.

The improvements are poor. Nearly all the houses, dwellings and stores, are one story, always frame or log. The store buildings are inferior in style, having a plain square front, built from eighteen to twenty inches off the ground upon posts, and left open. Many of them have porches without floors.

The traveling is done upon horses or on foot; no buggies or carriages, and few wagons are to be seen.

Cattle are of a "scrub" order, and the hogs have noses as long in proportion as the horns of the cattle. It is said that things are different farther South and West. Will find out and report in our next.

Jan. 26, 1876. N. T. AYRES.

CORPUS CHRISTI, TEX., Feb. 1876. At 4 P. M. Jan. 22d, we left Galveston on the steamer Clinton, of the Morgan Star line, for Indianola, distance 250 miles. The trip was a very pleasant one, and although it was our first upon salt water we escaped the sea-sickness usually experienced by "land lubbers."

Most persons have to endure this sickness, at least upon their first trip, some often, and we are told of a sea captain of 40 years, who experienced it at the beginning of every trip. When one becomes sick enough to "throw up" freely, he gets all right again, and is generally very much benefited by the sickness.

Arrived at Indianola Sunday morning at 9 o'clock, and took a walk through the wreck of the once beautiful town. You doubtless remember how last September the winds blew for two or three days from the Gulf, carrying the water over the whole town, in places to the depth of ten feet, and how 300 lives and thousands of dollars worth of property were destroyed.

Most of those whom the waves and wind spared, have removed since the storm, or the "blow," as it is called here, to places more secure. It is said that nearly all the saloons (and in this country nearly every other business house is a saloon) were left standing, while every church, with a single exception, was washed away. A few stores and dwellings yet remain, some of them badly out of line, and some on ground they did not occupy before. Almost every store was open on the morning we visited the town, but trade seemed rather dull. Most persons probably were at Sunday School.

At 10 o'clock we took the mail boat for Corpus Christi. It was quite a come-down from the steamer Clinton to the small sail boat "Joseph," with her little cabin 12 by 16 ft., with sleeping accommodations for about half a dozen persons. The main travel from "Corpus" is by steam direct to New Orleans, and not via Indianola.

We were over a day and a half making the trip from Indianola, distance 120 miles, fare eight dollars, and "luxuries" few. We saw thousands of water-birds, such as gulls, pelicans, water-turkeys, ducks and fish in countless numbers, porpoises, jelly fish, &c.

The city of Corpus Christi is the most important point west of Galveston upon the coast. Its population is 5,000, and is composed of Americans, Mexicans, French, Germans, Negroes, and every other nationality.

There is considerable trade between this city and the Mexican border. As there is no railroad to the Rio Grande, the goods are transported in Mexican carts, drawn by eight or ten oxen, or on wagons drawn by little mules. The oxen have the yokes fastened to their horns by raw-hide ropes, and pull the cart in this way, instead of by bows upon their shoulders. The mule teams are not arranged in five pairs, but four are hitched abreast in the lead, then four more, then two abreast at the tongue. The horses, mules, and donkeys are very small, the oxen large enough, but quite poor.

Texas possesses hundreds of thousands of cattle, but most of the butter in use, at least upon the Gulf, is brought from New York, and the milk is almost clear enough to gig fish in.

Imported cattle heretofore have not done well. The climate, or something else, does not agree with them. Imported sheep do better, and hogs also, but the number of fine hogs is limited.

For 50 miles back, very little corn or oats and wheat are grown. The season just past was good for corn, but it is often killed by drought just about the time for tasseling. The soil looks as good as the best of Illinois prairies, and produces potatoes, cabbage, beets and other vegetables in abundance. Apples and peaches do no good, but grapes do well where they have been tried.

The timber is very scrubby. Mesquite and other small stuff, like our wild crab, with live oak in places, is all that is to be seen about here. Two cords of wood lasts all winter, and many houses do not have a fire-place in their rooms, but a small stove or a pot for coals. Ice is only seen in severe winters. N. T. A.

THE BRITISH QUARTERLY FOR JANUARY CONTAINS:

- 1. Herbert Spencer's Sociology. 2. Among the Prophets. 3. The Hindu Woman, real and ideal. 4. Servis. 5. The Stock Exchange and Foreign Loans. 6. Disestablishment in New England. 7. Political Questions in Italy. 8. Contemporary Literature.

The periodicals reprinted by the Leonard Scott Publishing Co. (41 Barclay Street, N. Y.) are as follows: The London Quarterly, Edinburgh, Westminster, and British Quarterly Reviews, and Blackwood's Magazine. Price, \$4 a year for any one, or only \$15 for all, and the postage is prepaid by the Publishers.

THE ATLANTIC MONTHLY FOR FEBRUARY presents an unbroken front of eminent writers. Ralph Waldo Emerson, who contributes to no other periodical in the world, publishes here a stirring and beautiful poem called "Boston," which is very apt to the new year and its national associations. Charles Francis Adams Jr., considers the comparative safety of railroads, under the head of "The Railroad Death-Rate." For lighter reading there is a humorous account from Miss Elizabeth Stuart Phelps of her sojourn in the South. Mark Twain adds to the fund of the entertainment a laughable article entitled "A Literary Night Mare." Besides these diverse elements, the number contains two striking poems, "Phidias to Pericles," by the sculptor, W. W. Story, and "Under Moon and Stars," by J. T. Trowbridge. Mrs. Fanny Kemble gives the seventh chapter of her autobiography, and there is a very attractive installment of Mr. Howell's "Private Theatricals." The editors, in Recent Literature, discuss the writings of H. James, Jr., and Joaquin Miller, with Morris's "Enchids" and other recent and notable books; while under the head of Art there is a careful article on Industrial Art Education. Education closes the number with some information about Science Lectures for Teachers.

If you let trouble sit upon your soul, like a hen upon her nest, you may expect the hatching of a large brood.



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