

THE NORTH AND SOUTH RAILROAD AGAIN.

MONROE, LA., January 6, 1885.

John E. Rice Esq., Editor Fort Scott Monitor, Fort Scott, Kansas.

Dear Sir:—Replying to yours of the 2nd. We give you the data asked for as obtained from reliable sources as follows:

First, as to the topography of the country from here to Malvern, Arkansas, we would say, that along the Ouachita Valley proper, to the mouth of the Bayou Bartholomew—about where a straight line to Malvern would take you across the Ouachita River—the country is level and very fertile, gradually descending as you come South. The latter portion of this country is under cultivation, though large bodies of very superior merchantable timber is to be found upon and in close proximity to the line referred to the soil, as well as the climate, is admirably adapted to Horticultural growth—a resource as yet, undeveloped, for want of avenues of commerce to the outside world and its markets. The distance to the mouth of the Bartholomew is about 25 miles, after leaving the Ouachita River, going toward Malvern, and up to that point, the line would pass through a rolling country, with no rugged hills or mountains. Much of this country is under cultivation and its soil good, there is also along this part of the line much superior merchantable timber. But no developments of mineral resources, on this immediate line, have, to our knowledge, been made, but to the west, in contiguous parishes, developments of iron ore, yielding 53 per cent., of pure metal, have been made and from what we can learn of the country on the line referred to and above described, we think it highly probable that valuable mineral resources await development there. The distance from crossing of the Ouachita river to Malvern is about 125 miles. The topography of the country from here to Columbia south, on a line to Alexandria and at which former point or about, the line would have to cross the Ouachita, is almost identically the same as the valley above here to the mouth of the Bartholomew viz: level; very fertile and gradually descending as you go south. This valley is not subject to the overflows of the Mississippi. Sometimes the Ouachita has overflowed it partly, at the lowest points, but not sufficiently to seriously interfere with the operation of a road—in fact, a road through it on the line considered, would not be as liable to serious interruption as many hundreds of others. The distance from here to Columbia is about 40 miles. At this point, or near after crossing the Ouachita for a short distance, the line would pass through a succession of rugged hills, which would necessitate several heavy fills or trestling and cuts; here you would also strike the yellow pine forests—extending all the way to Alexandria—45 to 50 miles. The soil along this part of the line is not very fertile, but after getting off from the river its chief value is its magnificent pine forests. As to navigation on Red river. We learn from steamboatmen, familiar with our rivers, that we have better navigation on the Ouachita, which is navigable the year round for small boats to this city, and has been during some years past for the larger boats during the entire 12 months. It would take but a comparatively small appropriation, by the General Government, to make the

Ouachita river navigable for all sizes of boats, and we have had in the past, we think have been judiciously used—and have benefited individuals more than the people and steamboatmen.

From the enclosed call, clipped from our DAILY paper, you will see that a move in this direction has started. It is our intention to persistently press this matter. The distance from here to Alexandria by public highway is about 110 miles; from Alexandria to New Orleans by river 200 miles overland 150 miles country similar to our Valley. Distance from here to New Orleans by river 400 miles—this, on account of zig zag or serpentine course of the Ouachita. We find, upon investigation and examination of maps, that, to attempt to get a line to New Orleans, along the Ouachita—or through the country east of it, below Columbia, you would be confronted with the same troubles that you would be on line to Natchez, viz: Swamps and overflows. As stated in a former letter of Mr. W. B. Sublett; should the general government confine the Mississippi to its proper channel, both of these latter lines would become practicable and open up a magnificent country. As to the resources of our country, you can form a better idea from the following data and statistics obtained from former railroad officials, steamboatmen and other reliable sources. Receipts of freight, merchandise etc., at this point by rail, have averaged per annum 11,000 tons; by boats 12,000 tons—Total receipts 23,000 tons. Shipments of Cotton: By rail per annum: 15,000 bales; by boats 55,000. Total: 70,000 bales. Cotton seed handled, 25,000 tons. We now have a large cotton seed oil factory working night and day. We are informed that prior to the extension of the V. S. & P. R., the receipts and shipments double the above figures—prior to said extension, this was the central receiving, and forwarding Depot—which it is yet—to a great extent. With the construction of a North and South road, and improved navigation, it would become such to a much greater extent, as well as a centre for cotton buyers and Banking capital. The figures given you above do not include shipments to and from the country along the upper tributaries and the Ouachita by small and large boats, when these tributaries are navigable—many of which shipments pass by us; The principal of these tributaries are: Bartholomew, Saline and D'Arbonne, all flowing through a rich and fertile Valley. And immense forests, of superior timber for several hundred miles, and are navigable (generally during the winter and spring months) for small boats only.

The assessed value of property in the parishes, represented in our Convention Sept., 1884, according to the State Auditor's report for year 1883, which figures have not materially changed since, excepting a probable slight advance, are as follows:

Rapides, including Alexandria	2,294,145.00
Catahoula, " Harrisonburg	673,280.00
Caldwell, " Columbia	521,000.00
Ouachita, " Monroe	1,154,827.00
Morehouse, " Bastrop	1,284,670.00
	6,931,922.00

The proposed line of road would strike the edges of Grant and Winn parishes, not represented in our convention—but, whose people we think would aid the enterprise. A line from here to Malvern, Ark., would leave Morehouse parish slightly to the east, and run through Union,—the assessed value of which is \$908,981.00.

The population and cotton production of counties of Arkansas, and parishes of Louisiana, adjacent to Monroe,

and on the proposed line of railroad are as follows:

	Population	Bales Cotton
Ashley Co., Ark.	5,200	11,971
DeLeon	2,200	11,915
Union par. La.	12,075	11,962
Ouachita	14,048	12,729
Morehouse par.	14,428	12,729
Caldwell	5,727	5,204
Catahoula	16,191	11,729
Winn	5,000	5,000
Rapides	22,000	17,200
Total	80,869	112,800

Rapides, White sugar 1875; Gallons molasses, 124,581.

At Alexandria, as stated, the head of the sugar district is tapped.

With the people west of the Ouachita river, in the contiguous parishes of Jackson, Lincoln, Claiborne, and some parishes east of us, this city—still doing quite a large business—notwithstanding the extension of the V. S. & P. railroad.

Under the constitution of our State, railroads are not exempt from taxation, but it is made as light as justice will admit, to encourage them. There is no law regulating their tariff. An attempt was made to pass a bill through our last Legislature with this view, but it was unsuccessful. Our people, especially of the border, seem-



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It is not necessary to quote prices, here, nor do we say that we are selling at, or below cost, but, if you want anything in our line call on us and we will sell you at a legitimate profit.

Respectfully,

I. BAER & BRO.,
MONROE, LA.

BANK OF MONROE.

L. D. ALLEN, Jr., President.
G. A. BROWN, Cashier.

Grand St., Monroe, Louisiana.

European exchange for sale; also drafts on St. Louis, New York, New Orleans and Vicksburg. Mined money and foreign coin bought at highest rates. Interest allowed on time deposits. Collections promptly attended to in Monroe, Trenton, Bayou Farmerville, Vienna, Columbia, Ouachita City, etc.

MONROE RESTAURANT,

No. 26 DeSiard Street, Monroe, La.

This new Restaurant has just been opened. Everything new and Fresh. The table will be supplied with the best that the market affords. A well appointed Bar, in one of the parlours attached, at which the best of Liquors may be had. Meals at all hours, at the following prices:

Single meals..... 50c.
Board per week..... \$5.00.

J. S. HAUGH, Proprietor.

ing unwilling to throw obstacles in the way of railroad enterprises; and, apparently, preferring competition among them as supervisors. Trusting that this will be satisfactory, and hasten the mutually desired avenue, and beyond doubt, one that will be mutually beneficial to our respective people and remunerative to those operating it, and stating, for the information of any of your good people who may desire to come and dwell with us, that our soil and climate are unsurpassed and that America is as free here as anywhere else.

We are very truly Yours,
A. A. GUNBY,
WM. B. SUBLETT,
TALBOT STILLMAN,
Central Executive Board, N., & S. Railroad.

NOTICE TO CITY TAXPAYERS.

Tax Payees of the city of Monroe are hereby notified that the Tax Roll for the City of Monroe for 1885 has been completed and is now on file in my office. Early settlements will save penalties and costs.
D. M. BRIDGEMAN,
Assessor and Collector of Licenses and Taxes City of Monroe.
October 1884.

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FOR THE