MEMPHIS APPEAL

MONDAY MORNING, SEP. 1, 1873.

OUR FRIENDS.

The Towns and Country Tributary to Memphis, and That Trade With Us.

Their History—Rise and Progress—Population, Schools, Colleges, Churches, and Hotels.

Manufactories, and Value of Articles Manufactured—Mechanics, and their Products.

Number of Bales of Cotton Received and Sold, and Amount of Farming Stuff Received and Sold.

Amount of Trade with Memphis—Value of Property—Value of Lands—Yield Per Acre in Cotton and Corn.

Etc. Etc. Etc.

No one can read the story told by the many correspondents of the APPEAL from all the towns and villages trading with Memphis, and refrain from giving expression to his amazement. Nobody dreamed that such palpable and rapid progressiveness distinguished the towns and country about this city. There is hardly a village that does not boast of incipient manufactories. Especially is this true of Western Tennessee, and of the larger towns in Mississippi. Water Valley is a remarkable instance of the growing manufacturing activity of towns commercially tributary to Memphis. So successful have been hollowware manufacturers at Water Valley that Holly Springs follows in the path thus defined. Water Valley is also building a large cotton-mill, and again Holly Springs and Jackson will follow in the footsteps of Water Valley. F. E Whittfield, Mr. Young, and other enterprising citizens of Corinth have expended a large sum of money in brick and mortar and reared an admirable building, and propose to manufacture cotton goods. Cotton abounds, is taken from the fields unginned, and therefore in its perfection for manufacturers' purposes, and thus makes better goods at less cost here than in New or Old England. The manufacturers of iron hollow-ware are equally fortunate. There is not elsewhere in the world such iron of such softness and such irrefragable tenacity as that found in counties of Middle and West Tennessee on both sides of the Tennessee river. If evidence of the superior value of Tennessee iron be required, there are old navigators of the Mississippi who say no steamboat boiler ever exploded that was hammered out of Tennessee river iron. There is a commission even at this moment sitting in New York under the auspices of congress to determine the causes of steam-boiler explosions. Eastern iron-mongers will never suffer this question of the relative tenacity of Humphreys and Dixon counties, and of Pennsylvania iron to be fairly inquired into. In these counties, soon to be penetrated by the Knoxville, Bolivar and Memphis narrow-gauge railway, are to be found, in coming years, the richest resources of this city. Coal and iron and lime and limestone, and marl and cattle, hogs and poultry are the compliments of cotton-bales, converting the latter into cloth. Here the indispensable elements of commercial greatness meet on common ground, and hence a mighty river furnishes the cheapest possible means of distributing the products of cheap iron, cheap food, cheap cotton, cheap fuel, and thus of abundant labor, all collocated by cheap railways in a mild climate in a heaven-favored land. Then, too, in all of these sketches we read of the products of a country half cultivated, only scratched on the surface, and never subsoiled or manured or ditched. Is it strange that such unexampled riches, with such defective agencies of production, bless these counties and towns about Memphis? The people often tell that they are ruined; but when they say that a faultless climate and exuberant soil send to Memphis from five hundred to five thousand cotton-bales, from each of one hundred towns and villages, within one hundred miles of the city, it is idle to talk of hopeless ruin and unutterable poverty. People prate about heavy taxation. Bad enough it is, we confess, and the fault in Tennessee, and soon will be in Arkansas, is with the people themselves. Why not reduce the number of place-holders one-half, and abolish sinecures? The granges should compel the collection of all federal taxes by State tax-gatherers. Another pleasing aspect of towns and villages painted by our correspondents, illustrates the progressive changes in modes of popular industry superinduced by changed social systems. People talk of hard times, of frightful public burdens, of bankruptcy staring them in the face and yet when asked the price of land they contradict the half they have said and show an unwillingness to sell absolutely startling to an ordinary purse. Even in Mississippi where black governments, local and State, are frightful in their exactions, the people talk of ruin, but are slow to confess it in subdividing land among either white or black agriculturalists. It may be proper to add that the concurrent testimony of our correspondents asserts that the great mass of colored people are in *statu quo*, in which they were found when liberated, save that their numbers are lessened. Hardly one in each hundred has bought a home or acquired other property. On the contrary, as a general rule, white farmers, in upland districts, have gained wealth rapidly, and these are they whose multiplied but small contributions to the grand aggregate, swell the proportions of the cotton-crop beyond the calculations of merchants. Everywhere the people are anxious to promote immigration and only in one district, at Grenada, has a practical scheme been devised to bring about desired results. This came of associated efforts in the granges. The members of one of these associations propose to convey land to a trustee, to be conveyed to any worthy Carolinian, East Tennessean or Georgian in fee, who will cultivate it for three years. Many planters have ten times as many acres as they can cultivate, and by contributing a *pro rata* number to the common stock they will soon induce enough white immigrants to become citizens to give the whites political control of the country. This plan of action is doubly advantageous since it multiplies tax-payers, cheapens the cost of the necessaries of life, and makes land valuable. We only doubt the capacity of the people for any great co-operative purpose. Their life-long habits and modes of thinking and action are at war with all such schemes. Each of the towns along each of our railways complains of rates of freight charges and discriminations against Memphis. For this there is only one effective, practical remedy. Railway owners must live and make all the money possible, just as do merchants and farmers. Prices of dry-goods and groceries, and of corn and cotton are only kept down by competition. The great through-routes from Texas to New York, and four competing routes from Memphis to New York, keep down prices to such an extent that railways lose money, but the more they make on through-freights enables them to lessen *pro tanto* charges on local freights. Hence it is not always just to condemn a railway because it ships goods from Memphis to New York at a heavy loss to itself and at no greater charge than is made on the same freight going only two hundred miles between other points on the same line. Rest assured that railroad managers get all they can on "through freights," and all this, much or little, lessens local freight-tariffs. The higher these local tariffs, the less become local freights and travel, and the country becomes poorer and the railway devours itself. In fact, the interests of a railway's owners, and of the people along its route, are almost identical and inseparable. The true remedy for enormous freight-charges consists in the construction of cheap local roads. These would lessen local rates one half, and making Memphis easily and cheaply accessible, make population dense and lands most valuable. All that is taken from freight-charges, and all that goes into the diminution of distances, is added to the value per acre of lands. The wealth of Fayette county, now having a broad-gauge road on either side of it, would be doubled if a narrow-gauge-road, competing with those of broad-gauge, compelled these two to lessen by half the cost of living, and thus doubled or added at least fifty per cent. to the value of the real property of the county. It is said that the broad-gauge roads would combine to prevent this result and prevent any investment by Fayette county in this central narrow-gauge road. On the contrary, the wealth of the whole county, and of the city and density of population and variety of products would be so augmented that the business of the old railroads would be greatly and rapidly increased. Little men, of narrow intellects, might oppose the construction of narrow-gauge railways, but such a purpose could never find a lodgment in the capacious intellect of Tom Scott, of Ex Norton, of Newcomb, or Jaques or McComb. The people of Mississippi are in a better condition than they believe, or, than they say. No population is ruined that demands full and fair prices for land which they have not the means of cultivating, and no people are reduced to any terrible straits who are not driven to adopt agencies of co-operation pointing to the only sure means of relief. Arkansas is almost perfectly blest. Senseless antagonisms of all classes and of partisan organizations have been greatly mollified by the moderation and wisdom of Governor Baxter's administration, and from almost every town, village and county of the eastern districts, the story comes of progressive good fortune, of good order, and good government. In Western Tennessee, for the first time in the country's history, the farmers are more earnest and zealous than towns and cities in behalf of each scheme of public beneficence. There is a stronger spirit of enterprise in Hardeman, Haywood and in Henderson counties, than in Memphis, or in the capitals of those counties. Farmers are coming to the front, through granges, and seizing every agency calculated to enrich and enlighten. In fact, though a series of calamities have swept over the city, and begotten an extraordinary scarcity of currency, the country has hardly recognized the force of evils of which merchants complain, and while there are planters who have borrowed largely, and are in debt, the great mass of the farmers in the hills and hollows are in better condition than ever before. We need cheap railways, and then factories and workshops will spring up, and school-houses and churches, and the day is not distant when the country described in these pages, all traces and hideous memories of war obliterated, will be the most attractive and prosperous on the continent.

In the following descriptions of villages and towns in the vicinity of Memphis the names of many persons are omitted which should appear. But this was no fault of ours. We wrote to the best men in each place, and sent agents to inquire, and we give what was given us. When this task is again undertaken, we will receive much assistance from those most deeply interested in its proper performance. But the people, almost everywhere, co-operated with us with wonderful zeal, and from most places reports are full and accurate in every particular. There was never a publication made in this State, or in the south, so full of interest to our own people and to people in other States and countries, who would possibly seek homes in States and in portions of States that trade with Memphis.

TENNESSEE.

Bolivar

Is the most progressive, active, vigorous town of anything like equal wealth along the Mississippi Central railroad. It is the seat of justice of Hardeman county, and therefore many lawyers of eminent abilities are gathered here. In the last year of the late war the courthouse and many buildings contiguous to the public square were burned, the destruction of which, though a severe blow upon the county and property-owners at the time, has resulted in a real benefit to the architectural beauty of the town. Almost immediately after the close of the war a new temple of justice was projected, and at a cost of twenty-five thousand dollars the building was erected, under the immediate supervision of the late Hon. John H. Bills, who was then chairman of the county court. In its architectural excellence it is indicative of the taste and wealth and genius for litigation of this people. It is a substantial structure, of modern architecture, and built after the same style of the beautiful building erected for the same purpose in Holly Springs. The population of the place probably exceeds twenty-eight hundred, and is growing rapidly. There are two first-rate hotels, in which an abundance of food is served guests at the rate of two dollars per day. These places of entertainment are more attractive for the genuine hospitality of their proprietors than inviting in external appearance, though we learn that a company has been organized, and have now in process of erection, a large and commodious hotel building, which will be completed early in the coming fall. The town boasts four good schools; two male—the male academy and Hubbard's private school for boys—and two female—the female academy and the institute, now nearly completed, under the auspices of St. James's (Episcopal) parish. Having in Hatchie river, Spring creek, and a number of other streams, abundant water-power in close proximity to the town, the locality offers superior attractions to manufacturers, and none the less in the fact that in former years Hatchie river was navigated by steamers of considerable carrying capacity as high up as Bolivar, and now, with a small outlay of capital, and the enlistment of sufficient legislative influence to compel the railroads crossing the river at points below to build drawbridges the navigability of the stream can be re-established to the Mississippi. The first monument to the memory of the Confederate dead erected in the State, here adorns the public square, occupying a prominent position on the south side of the courthouse—a beautifully wrought and most appropriate marble shaft, erected under the auspices of a society composed of the ladies of the town and vicinity, of which Mrs. General R. P. Neeley was president. Many of the old and prominent citizens of Bolivar and its immediate vicinage are lineal descendants of Ezekiel Polk, grandfather of the late President, James K. Polk, and here also rest the remains of their distinguished ancestor in a beautiful spot set apart in the suburb of the town, and known as the "Polk cemetery." There are eight churches in Bolivar, a fact significant of the good morals of the people, and the woolen-mills, five blacksmith and wagon-shops, two foundries, two tan-yards, and several saw and grist-mills tell of progressive manufacturing industries. There are Masonic lodges of master, chapter and council, and a lodge of Friends of Temperance, the latter organization in a most prosperous condition, and numbers among its members some of the most worthy citizens of the county. The chief public work of the people is the narrow-gauge railway, designed, ultimately, to scale the mountains, and find its terminus at Knoxville. The road is building across Hatchie swamp, and twenty-five miles have been graded and prepared for the iron. The construction of this road militates against the commercial supremacy of Jackson in wide and rich districts of country, and it is feared that Jackson's influence may prevent the concession of aid by Henderson and other counties along the Tennessee river. The fact is well understood that if Bolivar secure connection with the Tennessee river, Fayette and Shelby counties will be forced to extend the road to secure cheap food and farmers' supplies to the Mississippi at Memphis. Hardeman, Fayette and Shelby counties will yet confess General Neely's worth, and rear a proper monument to his fame by building the narrow-gauge road. If Memphis could finish the western end of Neely's narrow-gauge road the wealth of the town of Bolivar and county of Hardeman would be almost instantly duplicated. The present railway distance from Memphis to Bolivar, by way of Grand Junction, is seventy-one miles; by way of Humboldt and Jackson it is about one hundred and thirty miles; and in the latter route there are three transfers—in the former two. The air-line railway distance to Memphis is only fifty-five miles. If this short line were built, the whole trade of Bolivar and country round about would come to Memphis, instead of Louisville and New Orleans. Moreover, beyond Bolivar, immediately on the narrow-gauge road, the best iron in the world is found, and the county produces inexhaustible supplies of bacon, beef, flour, chickens—all of which are cheaper than in Cincinnati. The farms around the village are rich, level, and adapted to the production of cotton, corn, wheat, and oats. The crops this year are excellent; the grain crops the best along the whole length of the Mississippi Central railway. Dunlap springs, in the olden time a popular summer resort, are situated three miles from Bolivar, and it is intended to repair and refit the grounds with a view of reopening them to the public the coming summer. Unfenced, uncleared land about Bolivar is worth ten to twenty dollars, and cleared land twenty-five to fifty dollars per acre; and this species of property in the town and country is rapidly advancing in value. The principal county offices are presided over by the following gentlemen: Chairman of the county court, James B Harris, Esq.; sheriff, Colonel J. J. Neeley; county court clerk, Captain W. C. Dorion; county register, C. H. Anderson, Esq.; clerk and master of the circuit court, Captain James M. Richardson; clerk and master of the chancery court, Captain M. H. Pirth; county trustee, J. C. Savage, Esq. One of the live institutions, and one to which Bolivar owes much of its prosperity, is the Bolivar *Bulletin*, edited by Colonel M. R. Parrish. The paper is in its eighth volume, and is a valuable medium through which Memphis merchants ventilate their business throughout one of the wealthiest communities in West Tennessee.

Saulsbury.

On the Memphis and Charleston railroad, whence is shipped the larger portion of the cotton raised in the southern part of Hardeman county, beside being an outlet to the northern portion of Tippah county, Mississippi; in return of which the farmers of the localities mentioned purchase here all their farm and family supplies—Saulsbury thus becomes a place of no inconsiderable business importance. This village derived its name from an excellent old gentleman named Sauls—in no way connected with him who stoned the prophets, and did other curious and naughty things. The village was incorporated in 1855, and has not grown very much since it was first wrapped in these swaddling-clothes. Beaves, Hancock, Ferguson, Williams, and G. W. Dowdy have been the successive chief-magistrates of the place, which everybody thought, until this history was written, derived its name from Salisbury plain, where druids and people of the stone age played fantastic tricks with granite. Two hundred people dwell most quietly in our Saulsbury. They have no school there, but the Baptists, Methodists and Cumberland Presbyterians have a preacher who comes around and straightens up the place, each, once a month or oftener. Spiritually Saulsbury is well-cared for; intellectually it seems to be neglected. The preachers are Revs. Meyers, Holdman and Lasalle, and Drs. Gray, Lambert, Moorman, and Savage. Town lots are sold at from twenty-five to five hundred dollars. Land is worth from twenty-five to thirty dollars, and makes one-half a cotton bale, or seven barrels of corn. Wells are thirty five to sixty feet deep, and the forests are of oak, poplar and beech. There are two blacksmiths, D. A. Queen and W. Usery; one wagon shop, W. R. Ussery, and a saddler, J. A. Drake. The old citizens are W. W. E. Elliotte, Major B. Sauls (the founder), D. A. Ferguson, attorney-at-law and notary public; Drs. R. M. Bostwick and J. D. and B. Sauls. The merchants are Elliotte & Sons, Wright & Durden, J. H. Sarmoner, W. G. Moore & Co., Reaves & Co., J. J. Reaves & Co., Dowdy & Cargile, B. F. Hines, J. N. Middleton, F. M. Riggs and J. A. Pinger. There is one good hotel, T. C. Spight, proprietor. Next in commercial importance is

Pocahontas,

Also on the Memphis and Charleston railroad, fifteen miles east of Saulsbury. "Poksy," as the place is familiarly styled, also commands a great amount of the trade of the southern and southeastern portion of the county as well as the portion of northern Mississippi contiguous, and is a formidable rival of Saulsbury.

Middleton.

Another station on the Memphis and Charleston railway, situated about midway between Saulsbury and Pocahontas, is not accessible to so large a scope of county, yet rises to some importance in amount of trade in cotton and plantation supplies.

Hickory Valley.

A railroad station twelve miles south of Bolivar, in the same county, has, perhaps, two hundred inhabitants. The land about the little village is excellent, and the people industrious. The meanest farms are worth twenty to thirty dollars per acre. The soil is light and easily cultivated, and very productive, and corn and cotton crops are excellent.

Middleburg.

The first station, six miles south of Bolivar, on the Mississippi Central railroad, is contiguous to a number of the largest cotton farms in the county, but is only noted as a shipping point for the cotton raised in the vicinity. In former years Middleburg was one of the most important trading points in the county, and probably numbered some three or four hundred inhabitants, but its commercial glory faded on the advent of railroads through the county, and during the war the few dilapidated buildings left of its former greatness were burned, and scarcely anything now remains except a depot-building and church house.

Toon's Station.

Six miles north of Bolivar, on the Mississippi Central railroad, does a great amount of business in cotton and plantation supplies. It grew up on the advent of the railroad, and is surrounded by a large district of rich cotton and corn-producing lands, which are all in a good state of cultivation.

Whiteville.

Once an important business point, situated in the northwest part of the county, yet commands a good trade, being surrounded by the finest and best tilled lands in the county. Not having the advantage of railroad facilities, this point was shorn of much of its trade by the breaking up of navigation on Hatchie river and the building of the Mississippi Central railroad through the central portion of the county on the east, and the Memphis and Ohio railroad through Haywood county on the northwest, leaving Whiteville dependent alone on the immediate vicinity.

Important Villages of Hardeman County

Beside these mentioned there are villages of lesser note—Berlin, Newcastle, Matamoras, Van Buren, Cranesville, etc.—points "left out in the cold" in the location of the different railroad lines running through the county, and whose importance have been absorbed by more fortunate villages. Some of these, however, will be reclaimed by the completion of Neely's narrow-gauge.

The Narrow-Gauge

Has already paid twice its cost by adding fifty per cent. to the value of farms and villages along its route. If perfected to Memphis, running midway between two broad gauge roads, it will put down freight charges on both and turn backward toward Memphis the freights taken from this city by cheap through rates. If Memphis do not surround itself with narrow-gauge lines, converging here like spokes in a cartwheel, the wealth of each town and neighborhood, even within fifty miles of us, will be diverted to the east. Then complete Neely's road to this city. Landowners along its line, if they have the least intelligence, will contribute of idle, useless lands enough to make the roadbed and furnish cross-ties. A mortgage will do the rest, and Fayette county, the richest in the State, without a city within it, will contribute one hundred thousand dollars to the scheme. Its most ardent supporters, if they have any brains, will be people on the Memphis and Louisville, and Memphis and Charleston roads. The cost of living to these people will be lessened one-half, and simply because the competition with the narrow-gauge will force down prices on the old roads at least one-half. Some schoolmaster should go abroad among the people of this and adjacent counties.

Jackson.

Jackson, the county seat of Madison county Tennessee, is a beautiful and rapidly-growing little city. This is one of the oldest settled towns of the State, having been incorporated and laid off into lots in 1822, thus making the city fifty-one years of age. She has doubled her population in the last four years—an unprecedented increase for Tennessee—now numbering some nine thousand souls. One hundred and sixty-three houses were built in Jackson during the year 1872, and many more are in course of erection. A large per centage of these are of brick, with iron fronts, and are deemed fireproof. Three years ago there was not a building in the city with an iron front. The importance and extent of the business of Jackson may be appreciated when it is known that 20,000 bales of cotton are shipped annually from this point, aggregating $1,500,000. In addition to which the railroads centering here have paid over to employees, $1,850,000; the dry-goods, clothing, boots, shoes and hat business aggregated $753,000; the grocery business $698,000; manufactures, $210,000; hotels and restaurants, $145,000; the marketing business of licensed dealers, including pork dealers, $301,000; the drug business, $73,000; hardware business, $90,000; liquors, wholesale and retail, $175,000; confectioneries, fancy and notion stores, $33,500; jewelers, $50,000; livery and sale stables, $35,000; coal trade of the city, $15,000; sewing machine business, $25,000; ice trade of the city, $12,000; lumber trade and builders' material, by dealers in the city, $130,000; salt sold, $9,000; millinery and dress making, $45,000; cotton compress, $2800; barbers, $7500; gun-shops, $8000; bakers, $15,000; value of improvements in the city, including repairs on old houses, $1,000,000. Receipts for telegraphing, $35,0; printing business, $37,000 banking business, gross, $5,000,000; income of colleges, $85,000, showing $12,-868,000 as the grand total of the business circulating medium of Jackson. A bird's-eye view of the business houses, offices, shops, schools, etc., of the city, may be had from the following: Dry-goods, clothing, boots, shoes and hats, 23; grocery stores, 21; saloons, 15; livery and sale stables, 3; hardware stores, 2; drug stores, 5; hotels and restaurants, 12; markets, 7; printing offices, 3; book store, 1; music dealers, 2; billiard halls, 3; picture gallery, 1; millinery stores, 5; boot and shoe shop, 5; public houses, 3; halls for secret societies, 4; bakeries, 3; brewery, 1; cooper shop, 1; soda manufacturer, 1; jewelers, 2; barber shops, 3; cotton warehouses, 3; furniture stores, 2; toy, fancy and confectionary store, 1; cigar and tobacco stores, 4; china and queensware stores, 2; stove and tinware stores, 3; dealers in builders' material, 2; dealers in lumber, 3; dealers in coal, 2; dealers in ice, 2; colleges, 5; academies, 3; banks, 2; cotton compress, 1; saddlery and harness stores, 3; steam flouring mills, 2; planing-mills, 2; foundry 1; railroad machine-shop, 1; railroad repair shop, 1; carriage, buggy and wagon manufactories, 2; blacksmith shops, 5; sewing-machine dealers, 4; resident life-insurance agents, 4; resident fire-insurance agents, 7; lawyers, 25; physicians, 15; dentists, 2; cotton buyers, 9; contractors and brickmasons, 11; carpenters, 17; painters, 6; plasterers, 7. Total number of manufactories, 14; total number of schools and colleges, 8; total number of halls, 7; total number of business houses, 139. In the city, the bank of Madison, A. W. Campbell, president, and the Jackson savings bank, James W. Anderson, president, having a capital of two millions of dollars each, afford ample facilities to the business men of Jackson. These institutions are considered solvent. The citizens of Jackson congratulate themselves upon the establishment of extensive machine-shops, to be located there, belonging to the Mississippi Central railroad company. These important shops will give a new impetus to the manufacturing interests of the city, and extend its growth in a desirable direction. Within the present year Jackson was visited by a destructive fire, which swept away one of its finest business blocks; since which time active and successful efforts have been made to establish the "Holly" system of waterworks. An unfailing supply of water for this purpose can be had from Forked Deer river, close by. In the important item of newspapers this town is fortunate, there being four political and three agricultural journals published in the place. The latter three, to-wit: the *Farmers' Advocate*, the *Club Room*, and the *Crop Reporter*, being monthlies, published by Messrs. Green & Meriwether. The political papers are weeklies, namely: *Whig and Tribune*, the oldest and largest, by D. M. Wisdom & Co.; Jackson *Dispatch*, Worrell & Co.; Jackson *Herald*, Hogan & Co.; Jackson *Courier*, Gates & Hamby. The climate of Madison county is salubrious, the lands are fertile, and owned and cultivated by a people who are famed for their fine social qualities, as well as for frugality, thrift, and love of independence. Jackson is free from any local cause of disease, and has generally escaped epidemics.

Bartlett.

This town was incorporated in 1866. The first mayor was Alexander Munn, and each successive mayor was G. M. Bartlett, E. M. Caldwell, B. M. Bartlett, and N. Blackwell. It has a population of two hundred and fifty whites and two hundred and forty blacks, and one white school. The leading citizens are Rev. Ben. W. Johnson, H. L. Priddy, Mrs. M. A. Blackwell, Dr. W. B. Wright, Dr. B. H. Eddins, T. J. King, G. M. Bartlett, E. W. Caldwell and John M. Brooks. The lawyers are Col. C. R. Barteau, Col. B. J. Kimbrough, and Col. B. T. Reaves. The physicians are Dr. N. Blackwell and Dr. John F. Cochran. The merchants are Nick Gotten, William Wolf, A. J. Firgay and Ben. W. Walker. There is one hotel, and three manufactories of wagons, plows and coffins. There were nineteen hundred and fifty-two bales of cotton shipped last year, and also large quantities of cotton-seed, fruit, wool, butter and chickens—the last shipments made principally by lawyers after the court adjourns. There is a Methodist church of sixty members, to whose spiritual comforts Revs. L. D. Mullins and B. W. Johnston minister; a Baptist church of fifty members, J. B. Canada, pastor; a Cumberland Presbyterian church, thirty members, Rev. M. Zellner; an Old-School Presbyterian church, twenty members, Rev. Rootes. The merchants all buy in Memphis. Town lots sell at seven hundred dollars per acre, and farms at twenty-five dollars per acre, which yield one thousand pounds of cotton and fifteen to twenty bushels of corn. Wells are forty feet deep, and the Mississippi river is twelve miles away. Oak, gum, poplar and hickory trees.

Shelby.

One school and one hundred people, two "saloons," two mechanics, three merchants, drug-store, and four thousand bales and twelve thousand bushels cotton-seed make up the village. There is one church, Cumberland Presbyterian, of eighty members—Rev. J. F. McGaughey. Land worth twenty-five dollars per acre makes half a cotton bale or four barrels of corn per acre. Wells are thirty-five feet deep. Oak, hickory, poplar and gum trees.

Wythe.

One hundred and fifty inhabitants. The oldest citizens are Messrs. Blades and Bones, the latter the sawbones of the village. Kenneth Garrett has been there from time immemorial. They ship three thousand five hundred cotton bales to Memphis. The eggs and poultry crop grows with the intelligence and industry of the farmers. They also send to Memphis eight car-loads of cotton-seed. Rev. R. L. McAlree is the manager of the Presbyterian church. Land is worth fifty dollars per acre. Wells are thirty feet deep. Oak, hickory and poplar forests.

Galloway's.

A station on the Memphis and Louisville railroad. A. W. Loving was the first, and C. S. Edwards the second mayor. One hundred and seventy-five people here, having one school. There is one hotel—the Wall house—a wagon and plow-factory, by Benson & Moore. Two thousand bales cotton are shipped annually to Memphis, and eggs, butter, chickens, and fruit by the car-load. The women about Galloway are famous for their fresh, rosy cheeks, splendid healthfulness, sunny hair, vigor, and industry. It is the place to get a proper wife. Many tons of cotton-seed are sent to the oil-mills of Memphis. Brethren Hunt, Zeiner, and Hull, Presbyterian, Baptist, and Methodist, all keep alive the fires of faith in every household in this model community. This village is assessed fifty thousand dollars. Land is worth twenty-three dollars per acre. Wells are thirty feet deep, and the Mississippi is twenty miles away. Oak, hickory, ash, and poplar abound. Leading citizens—Charles Watson, Dr. C. S. Edwards, F. S. Layten, P. P. Benson, J. H. Layton, Beasley, Hopkins, Wall, Greer, Hamlett, Griffin, Herron, and Brother Broom. North Galloway is railroad agent.

Braden

Was never incorporated, and only fifty people dwell there. The merchants are Brown & Evans, W. S. Wilder, V. B. Johnson, Thomas L. Thompson. Four hundred bales of cotton are sent to Memphis. Land is worth twenty-five to fifty dollars per acre, each making half a bale of cotton, and from three to eight barrels corn. Wells are twenty-five feet deep. Oak, poplar, and hickory forests on every hand.

Mason.

Incorporated in 1869. The successive mayors have been: W. A. McIlloy, Samuel Claiborne, James Spiller, and Joseph Waller. Three hundred people and no schools. The leading citizens are Brodnax, Poindexter, Rives, Waut, Jones, Crisman, Stevens, Wilkerson, Macklin, Boyd, Clements, O'Connor, Reid, Pettus, Parish, Waller, and ed. A. Herling, the railroad agent. Mrs. Jones and J. A Truckness each conduct a good hotel. There is a gin and saw-mill, and the people want a shoemaker and a blacksmith. Ten thousand and thirty-two cotton bales shipped last year to Memphis. Chickens, eggs, butter, fruit give fresh silken dresses and ruddy cheeks to the pretty girls about Mason. Six hundred tons of cotton seed are sent annually to Memphis oil mills. They are good people, too, about Mason. Dr. D. Gillespie is pastor of the Presbyterian flock, and Dr. Collins of the Episcopal. "Immense" is said to be the trade with Memphis. Town lots sell at twenty dollars per foot and land at thirty dollars per acre, producing three-fourths of a cotton bale and four to six barrels corn. Wells are thirty feet deep. Oak, hickory and walnut forests.

Brownsville.

Brownsville, the capital of Haywood county, fifty-six miles from Memphis, on the Louisville road, is, perhaps, the most active and progressive place in West Tennessee. Haywood county is very rich, lands are most productive, and the people most industrious. The place was incorporated in 1825, and only recently has begun to prosper. W. B. Mann is the mayor; G. W. Bennett, treasurer; W. Sangster, recorder; M. Taliaferro, marshal. Total population, five thousand. There is a Methodist and a Baptist female college; a male high school, several private schools, and a system of free schools. The Central female college is one of the foremost institutions in Tennessee. Twenty-two thousand two hundred and forty bales of cotton are shipped to Memphis from this place, and two thousand coops of chickens, ten thousand dozen eggs, tons of butter, fruit, etc., and ten car-loads of cotton-seed. Rev. George Russell is pastor of the Old School Presbyterian, W. A. Haynes of the Cumberland Presbyterian, W. P. Bond of the Baptist, Dr. Moore of the Methodist, Dr. Ridley of the Episcopal, and Padre Lemar of the Catholic church. Central unimproved business lots are worth from three thousand to ten thousand dollars; farms a mile from town are worth from twenty to fifty dollars per acre, and three miles out, from twenty to thirty dollars. Residence lots in town are worth from one to three thousand dollars. One thousand pounds seed-cotton are produced per acre, or three and a half barrels corn, or twenty bushels wheat. Wells are thirty-five feet deep and water excellent. Hatchie river is five miles distant, closed by a railroad bridge, and seven miles to Forked Deer river, which the Paducah road will render unnavigable by a bridge within the winter. Oak and poplar forests surround the town. A great agricultural fair, as famous as that at Donnybrook, is held here annually, October 21, 1873. The Denmark, Brownsville and Holly Springs narrow-gauge road has been graded fifteen miles, and the Raleigh road, from Memphis, will be extended to Brownsville, Paris and Cairo. Thirty-two miles of the Brownsville and Cairo road are graded, and will be completed in July, 1874. There are two Masonic lodges, a chapter, council, encampment, Knights templars, two Odd-Fellows' lodges, a division of the Sons of temperance, and a Good Templars' lodge. There are three livery stables, a courthouse and town-hall, and two telegraph offices. Old and leading citizens are: Uncle Peter Bennett, D. McLeod, R. S. Thomas, J. H. Thomas, A. Alston, William Simms, Sol Berson; W. F. Johnstone, railroad agent. Exchange hotel, by C. F. Read. There are manufactories, two planing-mills, four saw mills, two cotton-gin manufactories, a gas works, four carriage manufactories, a marble-yard, a foundry and machine shop. Lawyers are: Folk, Lee, Read & Son, Porter, Boyd, Nunn. Physicians are: Drs. Cooper, Sevier, Haywood, Ware, Wills, Sangster, Estes, Barclay. Merchants and mechanics are: August Prach, Bradford, Wilson & Co., Jonathan Eader, Gosoling & Dixon, H. Baxter. Brownsville savings bank; capital, one hundred thousand dollars—R. S. Thomas, president; A. W. Brockway, cashier. Newspapers: *Bee*, by W. Lyle Westbrook; *States*, Will O. Haywood. Brownsville cotton factory, J. A. Rogers, president; James A. Wilder, secretary and treasurer—one thousand looms, eighteen thousand spindles, two stories high, two hundred and twenty-five feet front, and two hundred deep; fifty thousand dollars surplus after paying for everything.

Belleville.

Incorporated in 1869, had H. L. Winburn as its first, and R. M. McClellan as its second mayor; population one hundred and fifty; one school; mechanics—Smith & Johnson, J. P. Simmons, W. R. Williams; merchants of the place are T. S. Noel & Co., J. E. Gregory, W. H. Jeiks, John Hunter, A. M. McLemore; John Bell, and J. P. Leusing, the excellent railroad agent, are the ancient citizens. There is a good wagon-maker's shop here, and five thousand bales cotton shipped annually to Memphis, with vast quantities of chickens, eggs, and butter. Rev. W. H. Leigh manages the Methodist, and R. A. Cook the Christian church. The village trades with Memphis. Land in the vicinity is worth twenty-two to twenty-five dollars per acre, which produces eight hundred pounds of cotton and four barrels of corn. Hatchie river is hard by, but is unnavigable because of the railroad bridge. Oak, hickory, and walnut trees constitute the forests.

Gadsden.

The town was incorporated in 1868. L. P. Seay was the first mayor, and N. I. Hess, J. C. Payne, W. B. Richardson, and R. J. Williams were his successors. Population, white and black, two hundred and sixty. There is one white school in the village. Names of leading citizens—W. B. Richardson, Newton Harris, John W. Mathews, J. W. Williams, Thomas Hudgings, G. W. Booker, C. B. Stewart, S. S. Watkins; lawyers—A. W. Sims and F. M. Thompson; physicians—Simms & Williams, N. I. Hess, and R. J. Williams; merchants—S. Harris, S. B. Boykin, Richardson & Co., W. Tinder, Fulalove & Co., J. S. Medlin, L. H. Harris, C. B. Stewart, W. W. Richardson, J. P. Taylor & Sons; mechanics—R. H. Cox, W. W. Herndon, W. J. Thompson; manufactories—one wagon and carriage, and one harness. A good shoe-maker is wanted. Sixteen hundred bales of cotton are shipped every year to Memphis; farming stuffs shipped—sixty acres strawberries, yield three thousand quarts per acre, worth seventy-five cents per quart; twenty acres of grapes yield five thousand pounds, worth fifteen cents per pound; peaches shipped, four thousand bushels, worth five dollars and fifty cents per bushel, and there will be a large amount of trees set out this fall; pears, quantity large—no estimate. Revs. S. Fassett and G. W. Allen are Baptist preachers, with excellent congregations in this village; Revs. J. B. and J. Henshaw are Methodist divines, and Y. A. McLemore is the circuit Presbyterian elder. The Baptists are strong, and have a church edifice, and then there is another free to all. All trade with Memphis. Lots are worth five to ten dollars per foot, and one hundred dollars per acre for lands about the town, and for fruit-bearing lands. Cotton-land is worth thirty to thirty-five dollars; cultivated it yields nine hundred pounds seed-cotton, or five barrels corn. Land that was bought by fruit-growers four years ago for eight dollars now commands one hundred dollars per acre. Wells are sixty-five feet deep. Oak, poplar, and walnut forests. This is a splendid location, says our correspondent, for a tannery. Bark abounds, and water is excellent.

Humboldt.

This famous town was laid off in lots, and sold in 1858 by Long John Wilkerson, a famous Memphis auctioneer of hoar antiquity. One Osborne was the then proprietor, and lots were sold from three to ten dollars per front foot. Humboldt has prospered since those ancient days, and Osborne has become content, though he reserved two-thirds of Humboldt, with a little town lot three by six feet in the mightiest city the world ever saw—Of the Dead. He is ready to give that up on the shortest notice. Fourteen thousand eight hundred and eighty bales are transferred at Humboldt, and fourteen hundred and eighty-nine come to Memphis from that place, which ships, on its own account, eighteen hundred and sixty-one bales. Gibson station, hard by, receives and ships to Memphis six hundred and ten cotton bales.

Humboldt was incorporated in 1867. Its first mayor was N. S. Senter, succeeded by J. B. Lannom, W. A. Allison, G. W. Day, J. C. Gillespie. The whites are twenty-four hundred, and the blacks six hundred in number. The Odd Fellows have an excellent female college, and there is a male academy, and two for negroes. There are two hotels, one named in honor of the worthy founder of the city—the Osborne house, the Russell house, the Estes house, the Louisville hotel, and the Hill hotel. Humboldt is a place of good morals. The people have induced the barkeepers to take down the word "Saloon" from their front doors, and travelers on the railways are not led to believe that the whole population of the town lives by guzzling whisky. These sign-boards no longer repel immigration from the country about Humboldt. The churches are the Cumberland Presbyterian, one hundred and thirty-five members, Joseph McClusky, pastor; Methodist, one hundred and fifty members, T. L. Beard, pastor; Baptist, one hundred members, E. W. Johnston, pastor; Old-School Presbyterian, seventy members, E. W. McNair, pastor; Catholic, forty members, Father Ringo. The city is assessed at five hundred thousand dollars. Suburban lots are worth one hundred and fifty dollars per acre. Farming lands in the vicinity are worth thirty-five to sixty dollars per acre, which produce nine hundred pounds of cotton and seven barrels of corn. Wells are thirty-five feet deep. Oak, ash, hickory, poplar and walnut forests overshadow the land. There are one hundred and forty Masons, ninety Odd Fellows, sixty-five Friends of temperance, each having its hall; a city hall, (by the way, in the APPEAL editorial rooms there is an original portrait of Humboldt, painted in 1858, from the great original by Mr. Sanders, a famous portrait-painter in his day. There is not another of equal value in the United States. A copy of this picture should adorn the mayor's office of Humboldt), a courtroom, and the Humboldt *Journal*, a vigorous, earnest weekly, which is edited and published by Rivers & Elliott. The United States barracks are hard by the city. The old and leading citizens are J. C. Gillespie, J. N. Lannom, W. A. Allison, T. J. Williams, and M. H. Johnson. The lawyers are W. I. McFarland, G. H. G. Penn, W. B. Bobbitt, Johnson & Sharp, J. F. Rawlings. The physicians are W. A. Thompson, Penn & Bethshears, J. E. D. Scott. The merchants are E. Howard & Co., Lannom & Camden, Joseph Rea, G. L. Kiney, M. Rosenfield, E. Solomon, Senter & Baird, Waddill & Slovaugh, G. W. Day, Hammon & Neilson, Chunn & Shane. The manufactories of the city are the woolen-mills company, capital twenty-two thousand dollars; two saw-mills, one planing-mill, two flour mills, one foundry, and one brewery. The repair-shops of the Memphis and Louisville railroad company, and the machine-shops of the company, now located at Memphis, will be removed to Humboldt during the next twelve months.

Milan.

Named by a fruit-vender in honor of the Italian city once famous for the luxuriousness of its inhabitants. Near it Hannibal founded Caprea. Our Milan was incorporated in 1867, and boasts, of its successive mayors, J. G. Shepherd, L. C. Smith, and A. Jordan; population eighteen hundred; two free schools—one for negroes, the other for whites. The leading mechanics are R. D. James, J. H. Holt; merchants—W. B. Dickinson, Bryant, Jackson & Co., R. J. Robertson, Stone & Mills, and E. A. Collins; the doctors are M. D. Jordan and J. G. Boyd; the lawyers of the place are W. M. McCall, S. F. Rankin, and Judge Foote; S. P. Clarke is the oldest citizen we know. The two hotels are the Milan and Central. There are three carriage and wagon-factories, and one flour-mill. They want a stone and marble-cutter, Chinese washerwomen, and day-laborers for farms and gardens. Four thousand bales of cotton are shipped annually to Memphis. Flour is exported. Rev. Matt Hillsman and G. W. Griffin preaches to one hundred Baptists, Rev. Mr. Lea to seventy Methodists, Dr. Bright to twenty-five old school Presbyterians, and Dr. McCluskey to twenty-five new school. The town is worth three hundred thousand dollars. Lands in the vicinity thirty dollars; produces one thousand pounds cotton, or five barrels corn per acre. Wells are sixty feet deep. Oak and walnut trees most abound. The Masons have a chapter and lodge, and so with the Sons of Temperance and Odd Fellows, and the farmers a lively grange, and the city government has a nice town-hall. The Tennessee Central railroad will cross the Memphis and Louisville at this point. Contracts have been made for its construction. The road runs from Nashville to Fulton, sixty-five miles above Memphis.

Trezevant,

Named in honor of John Timothy Trezevant, one of the earnest, active speakers who gave origin to the Memphis and Ohio road. The village has three churches—Baptist, Cumberland, and Methodist—the pastors are S. P. Jones, Professor Hendricks, and B. M. Barroughs—godly, zealous men. The average value of land in the vicinity is thirty dollars per acre, and produces eight hundred to one thousand pounds of cotton, or five barrels of corn per acre. Wells fifty feet deep. The Tennessee river is forty-five miles distant. The population of the village is only three hundred, and S. M. Hurt and A. W. White are the leading citizens, and R. B. Moore & Co., Patton & Love, Barksdale & Hillman, Palmer & Curd, John M. Dickson & Co., and Hillman & Watson, are the merchants. R. M. Hurt conducts a good hotel. There is one plow and carriage factory in the village, which ships two thousand one hundred and fifty cotton bales annually to Memphis, with six thousand dozen chickens, one hundred thousand eggs, and seven thousand five hundred crossties. Oak and walnut forests environ the village.

McKenzie.

Incorporated in 1869, has boasted of four mayors—Hawkins, Abernathy, Ezell, and Watts, and then McKenzie himself is a famous old Scot, in whose honor the place was honored with his name. He owned the country, and the town was born of him. *Mens genuit, noster mos.* One thousand people dwell here. Two magnificent schools attract children from wide districts around—Bethel college and McKenzie college. The mechanics are Bell & Sparks, W. W. Alexander, Barham & Halleons, Plummer & White, and two doctors—R. D. Gwinn and J. P. Mathewson. Prominent citizens are G. Sneed, R. S. Cole, A. Bowden, S. S. Pate, and J. M. McKenzie, a vigorous, most intelligent working man. The McKenzie hotel is managed by Messrs. Roberts. There is a successful foundry and a flour-mill. Fourteen hundred cotton bales are shipped to Memphis. Rev. W. M. Hendricks has charge of the Presbyterian, and J. N. Witt of the Methodist church. Land is worth fifty dollars per acre; town lots four hundred dollars. Eight hundred pounds of cotton, or six barrels of corn is produced per acre. Wells are thirty feet deep, and the Tennessee river thirty-five miles distant. Oak and hickory trees abound. There is a Masonic, a temperance, and an Odd Fellows' lodge, and then a farmers' grange.

Paris.

Memphis merchants make not the slightest effort to secure the valuable trade of Paris, only one hundred and thirty miles distant. No Memphis commercial traveler or tradesman ever appears in Paris, here at our very doors, in a rich country, and in our own State. Every day there are in the village drummers from St. Louis, Louisville, and Evansville, and Memphis is inactive, and the railroad company of course discriminates against us in favor of the more distant cities. There is not a single Memphis card in one of our best exchanges from the interior—the Paris *Intelligencer*. The country about Paris abounds in wheat, now converted into flour in St. Louis instead of in Memphis. A tobacco-factory and flouring-mills would draw immense wealth to Memphis from the country about Paris. We now get a few fat cattle and sheep, and that ends the chapter which only tells of the inefficiency of our merchants. Paris was incorporated in 1821, and since the records of the town were destroyed during the war we cannot give local history. W. L. Pryor is mayor, L. S. Moore recorder, and P. R. Orr marshal; population one thousand; two academies and one female college. The leading citizens are J. H. Dunlap, C. Peden, B. C. Brown, E. J. McFarland, H. Hicks, Jesse A. Brown, J. D. C. Atkins, L. M. Tharpe; three hotels—Thompson, the Paris, and the Carter house; merchants are McNeill Bros., Aycock & Co., H. & J. Hicks, W. S. Holshauser; physicians—S. C. Edmonds, S. H. Caldwell, J. C. Landis; lawyers—A. McCampbell, J. H. Dunlap, Clint Atkins, and S. A. Champion. There are two carriage and one tobacco-factory; two spinning and four large flouring-mills. There are two small cotton-mills, one woolen-mill, six tobacco-factories. Of two thousand nine hundred and thirty-three cotton bales, two hundred and seventeen go to Memphis; of one thousand hogsheads tobacco and five thousand bushels wheat none are shipped to Memphis. Twenty-five car-loads stock come hither. Rev. P. T. Scruggs is the Methodist, J. M. Fulghan the Baptist, R. W. Hooper the Cumberland Presbyterian, and R. W. Dunlap the Christian pastor. The average price of land is twenty dollars per acre. It will produce eight hundred pounds cotton, or seven barrels corn, or fifteen bushels wheat per acre, or one thousand pounds tobacco. The wheat-crop is short. Wells are thirty-five feet deep, and the Tennessee river is twenty miles distant. Oak, walnut, and hickory trees most abound. There is a Masonic and an Odd Fellows' building, and a strong grange, and a city-hall. The Cairo and Tennessee river narrow-gauge railroad, running through the county and intersecting the Memphis and Louisville railroad at this point, will be built. Paris occupies the highest point between the Mississippi and Tennessee rivers, is very healthy, and has the best water in the world.

White's Station,

On Memphis and Charleston road, eight miles east of Memphis. There are four churches at the place of three hundred inhabitants. J. B. Starke is the Baptist, Mr. Hooks the Methodist, Mr. Roots the Presbyterian, and Sam Woodson the colored Baptist pastor. Land is worth fifty dollars per acre, and makes half a bale of cotton or twenty bushels of corn to the acre. Eight hundred bales shipped. The old and leading citizens are: Dr. A. Moore, Dr. P. H. Thornton, Dr. A. M. Scruggs, N. C. Perkins, A. B. Haynes, Robt. McKenna, S. H. Jones, G. P. Boom, R. M. Mason; merchants—Truss Bros., S. W. Truss & Co., R. Rochelle (colored), A. J. Sumpter; mechanics—J. G. Harvey, Joseph Mason, B. W. McColloch; C. L. Brooks, magistrate; Wm. Brooks, constable.

Collierville.

There is no more pleasant or prospering village in or out of the State than this. At the breaking out of the war there was a population of five hundred; there is now from one thousand to twelve hundred souls inside the square mile composing the corporation. The place was burned to the ground by the federal troops, hence the town is of *post-bellum* creation, and its growth since 1870, the date of its incorporation, shows the stuff of which its citizens are made. Situated on either side of the Memphis and Charleston railroad, and within twenty-three miles of Memphis, it is conveniently adjacent to the city without being so near as to injuriously affect its own local trade. The public square presents a business and cheerful appearance. The stores are neatly painted, and the people seem to be wide-awake. Four brick-buildings of a superior class were being added to the business-houses, and there is a brisk demand for mechanics of every sort, which, of itself, tells its own tale of progress. About one-fifth of the population is negroes, which are well behaved. It may be worthy of remark that wherever in our travels we found the darkies in the minority, and consequently offering no great temptation to vile politicians, they were invariably well behaved and industrious. It may not also be unworthy of record that in counties like Tishomingo, Mississippi, where there were never many slaves before the war, and are not many freedmen now, the white men work more steadily, and their fields and farm-houses indicate good husbandry, thrift, and comfort. There are two church-buildings in Collierville belonging to the Methodist and Christian, or Campbellite denominations. Both have large congregations—Dr. Boswell presides over the former and Dr. Scruggs is pastor of the latter. The Baptists, Presbyterians, and Catholics are preparing to build churches. The Belleview female college, Rev. Dr. T. Plummer, principal, is located here. There are one hundred students, and the citizens speak highly of the institution. The building was erected by a stock-subscription, and cost nine thousand dollars. There is a school for boys, also, with fifty students, of which Captain P. H. Strickland is principal. This is one of the heaviest cotton-shipping points on the Memphis and Charleston railroad. It sends twelve thousand bales of cotton to the Memphis market. This is seven thousand five hundred more than Corinth sends. The country in vicinity of Collierville is a fine upland, desirable for residence, and producing an average of half a bale, or about seven hundred pounds of seed-cotton to the acre. Corn, too, is successfully produced, making from fifteen to thirty bushels to the acre. Yet corn is worth, at present writing—August, 1873—one dollar a bushel in Collierville. The land is worth from twenty to fifty dollars per acre. Fruit of all varieties can be grown in abundance. Considerable quantities of fine peaches, Bartlett pears, etc., are shipped from here to Memphis. The town, supported by such a country, must thrive, hence business lots fronting the public square are worth as much as fifty dollars per front foot. In other parts of the town building-lots are worth five hundred dollars per acre. The public square surrounds an inclosure of some two acres, planted in ornamental shrubs and shade-trees, which, in time, will be to Collierville what Court square is to Memphis. The merchants of this little city are: In dry-goods, Messrs. Waddy, Revel & Co., J. T. Biggs & Co., Brooks Bros., Montgomery, Johnson & Co., Mangum & Bros., and T. J. Bleckley. In the grocery line: R. Waters & Co., T. J. Morris, J. A. Hammer, Jenkins & Bros., Harris & Simmons, G. R. Scott, G. H. Davis, J. C. Anderson, and J. J. Biggs. Drug stores—C. S. Parrish & Co. and Rodman & Matthews. Merchant-tailor—S. S. Robo. There are only three lawyers in the town, to-wit: Albert Suggs, W. J. Duvall, and W. J. Little. Of the medical profession there are Drs. John Buchanan, W. D. Somers, P. D. Perkins, and W. H. Jamison. The first mayor of Collierville was J. B. Avington, the next G. H. Davis, who was followed by the present incumbent, T. J. Bleckley. There is a pretty good hotel kept by Mr. Turner, a clever gentleman. There are a postoffice, telegraph office, two livery stables, one saddler's shop, a billiard-hall, and seven "saloons." There is only one policeman in Collierville. Does it not present a question for the moralist that there are seven saloons in this town of a thousand people and only one policeman, and yet the people are orderly, progressive, and rarely have street-fights? The old citizens are Mr. J. R. Shelton, G. R. Scott, D. A. S. Stratton, Dr. W. H. Jamison, H. Irby, Esq., J. K. Waddy, and R. W. Ramsey. This place offers inducements to mechanics. They can make from two dollars and a half to three dollars and a half per day. A good bootmaker would make a fortune here. J. H. Schrader is principal carpenter and builder; W. H. Lockwood is engaged extensively in brick-making. There are chalybeate springs two miles from town that the citizens visit. Altogether Collierville is a thriving and pleasant town.

Lafayette.

This thriving little village nestles upon the Memphis and Charleston railroad, thirty-one miles east from Memphis. It is situated in the midst of one of the most fertile and productive districts in West Tennessee. The soil of the surrounding country is adapted to the production of cotton, corn, wheat and oats. Clover and the grasses also do well here, while on the hickory uplands negroes produce most luxurious tobacco, for their own consumption. The village has a population of near one hundred, mostly white. There is shipped from this place between four thousand five hundred and five thousand five hundred bales of cotton annually, most of which is bought by enterprising merchants of the village, they giving currency, dry goods, groceries, and, to the shame of the country be it said, corn and bacon. There is a very extensive trade at this point; one firm alone has paid the Memphis and Charleston railroad for freight on merchandise over thirteen hundred dollars, and for cotton over one thousand dollars in less than twelve months, and two other firms about the same. The principal business of the place is done by Messrs. N. H. Isbell & Co., W. T. Stone, Blair & McDowell, Gwynn & Thompson, Clere, Wiseman & Co., with A. O. Isbell, Howell & Green, and W. T. Wilson as retail grocers and dealers. Joe Wiseman is doing a thriving business in the manufactory of buggies, wagons, etc. Mechanics of all kinds are wanted here, and would find enough to do at remunerative wages. The hotel and livery business is under the management of Messrs. J. L. Clere & Bro. Dr. James A. Lipscomb, an experienced and able physician, attends to the ills of the villagers and surrounding country. The Masonic fraternity is well represented at this place. They have a good and prosperous lodge. The value of town property is in the neighborhood of one hundred thousand dollars. The trade of this village is done principally with Memphis. An abundant supply of the very best water may be had at from twenty-five to one hundred feet deep. Lands in the surrounding country may be bought at from ten to fifty dollars per acre. Oak, ash, beach, gum, poplar, and walnut are the chief timber of the country around. This is one of the principal wood and water stations on the Memphis and Charleston railroad, and the long and well known A. P. Grass, an excellent gentleman, is a fixture in the office.

Moscow.

There was a fierce cavalry-fight here when the country was mad, but there was not much of a town to burn in those days, and our Moscow escaped conflagration. Its mayors have been—R. T. DeAragod, J. R. Allen, E. S. Allen, J. S. Hill, R. B. Stover, J. S. Allen. There is a Methodist church here of fifty members—Revs. T. L. Boswell and J. H. Scruggs are the preachers. Lands are worth fifteen dollars, and make one thousand pounds cotton and five barrels corn per acre. Wells are seventy-five feet deep, and the Mississippi is forty miles distant. Moscow is on the Memphis and Charleston railroad. Oak, hickory, beach, and poplar constitute the forests. Leading citizens are D. Allen, W. S. McClaran; druggists—Dr. J. S. Hill & Co.; attorney-at-law—J. B. Allen; physicians—J. S. Hill, R. B. Stover, and J. S. Allen; merchants—Davis, McClaran & Co., Steger Bros., & Allen, B. P. Vaupell, J. S. R. Cowan, McClaran & Wheeler, and A. C. Harris; J. S. R. Cowan keeps a hotel here. Moscow ships thirty-five hundred cotton bales to Memphis, and manufactures corn and cotton planters and cotton-presses. Good mechanics needed here.

Grand Junction.

At the crossing of the Memphis and Charleston by the Mississippi Central railroad, being only three miles distant from the old town of Lagrange, makes no claims to commercial importance. It numbers about two hundred inhabitants, mostly employes of the railroad express and telegraph companies, and the postoffice department. The principal building here is the "Stonewall house," at which railway travelers take meals, morning, noon and night. A large flouring-mill is another of the features of this place. Lands in the vicinity are worth from twenty-five to fifty dollars per acre, and yet not half of the cleared land in the vicinity of the idle village is cultivated. One-half a bale of cotton, or five barrels of corn is produced on an acre. The first mayor was F. L. Pledge, followed by M. M. Prewitt, H. P. Miller, B. F. Ussery, and M. W. Prewitt. The blacks number two hundred, and the whites four hundred in the village. There is one foundry, one blacksmith shop, and two wheelrights in the place. Two thousand bales of cotton are shipped to Memphis. There are three churches—Baptist, Methodist and Catholic—with a total of one hundred and seventy-five members, and the following ministers: Revs. Mr. Milligan, T. P. Holman, D. C. Wells, D. R. Bryant, N. A. D. Bryant, and Simon Hunt (colored). The leading citizens are F. L. Pledge, H. H. Hurst, Dr. B. W. Pegram, D. C. Wells, M. W. Prewitt, Dr. B. Bryant, William Pledge, J. M. Bass, George H. Woodson, W. W. Hawkins, Albert Stinson, Dr. N. A. Prewitt, Pat McGlaughlin, J. C. Prewitt, J. D. Kirby, W. J. Evans, B. F. Ussery, F. M. Pledge, Andrew Jackson, John Bowden, Jas. Scanlon, W. H. Prewitt, Smyth Tucker, J. T. Jennings, T. P. Irvin, W. P. Johnson, D. N. Stinson, James Moore, John Prewitt, Jesse Bryant, J. P. F. Prewitt, James Ham, G. W. Mitchell, and James Netherland. There are twelve merchants and fourteen mechanics.

Chewalla.

A little village on the Memphis and Charleston railroad, laid off in 1857; J. W. Barnhill was the first master of ceremonies, and justice of the peace of the nice little place. John H. Graham reigns there in these latter days, in conjunction with the inimitable gentleman, John W. Walker. The population of the city is something less than one hundred thousand souls, being only one hundred. They have a good white school, a Baptist and a Methodist church; a Masonic temple with forty Masons, and buy forty thousand dollars' worth of goods in Memphis. Lands are worth from ten to fifteen dollars per acre; makes one thousand to fifteen hundred pounds seed cotton per acre, or six barrels corn. Wells are twenty feet deep, and Chewalla is twenty miles from Tennessee river. Poplar, white-oak, sweet-gum, walnut, sassafras, mulberry, ash, and hickory forests cover the hills and valleys. S. W. McCullah & Co. and T. J. Hurley, R. C. Ijams, J. W. Ledbetter, and M. V. Walker are the merchants, and Dr. W. R. Ramer the physician of the place. Old and leading citizens—John W. Barnhill, T. J. Barnhill, Messrs. Ijams, T. J. Hurley, J. W. Walker, Dr. W. R. Ramer, J. H. Graham; manufactories are two wood-shops and two blacksmith shops; the number of bales of cotton shipped for 1872, four hundred and fifty bales, which was about an average crop—all to Memphis.

Trenton.

This ancient town was incorporated in 1826; J. S. Cooper is mayor, W. R. Torrance the lively recorder, and J. D. Hill the peace-loving marshal; population two thousand five hundred. Public institutions are Andrew college, Melrose institute, and a flourishing colored school. The old citizens are J. W. Elder, L. M. Cardwell, J. W. Hays, A. S. Curry; Howard & Co. are the great mechanics of the antique town. The merchants are Caldwell & Hays, Oppenheimer & Sons, H. L. Elder & Sons, Davis & Moore, R. E. Grizzard & Co., William Patton, N. C. Patton & Sons, W. E. Bybass. The doctors are Shackleford & Happell, McCulloch, Mettee & Co., and T. Love; and the blessed, quiet lawyers are Jones & Carthel, L. W. Taliaferro, R. P. Raines, Spl. Hill; hotels—the Trenton and the Hicks houses. There are two foundries, two plow-factories, furniture-mill, one flour and one planing-mill, and one cotton-gin-factory. Eight thousand bales cotton are shipped annually, two thousand six hundred and thirteen to Memphis. [Go for the rest.] Eleven hundred and twenty-five barrels flour, one hundred and fifty thousand pounds in sacks, and five hundred bushels of wheat, and chickens, eggs, and butter, in great quantities, are shipped, but none to Memphis. Churches—Old School Presbyterian, M. M. Marshall, pastor; Cumberland Presbyterian, McLesky, pastor; Methodist, A. L. Pritchett; Baptist, M. M. Hillsman; Episcopal, J. A. Harrison. The trade with Memphis is small, but increasing. It might be increased greatly by proper effort, says our correspondent. Town property is assessed at six hundred thousand dollars. Thirty-five dollars per acre is the price of land, which produces eight hundred pounds of cotton, or six barrels of corn per acre, or ten bushels wheat. Wells on farms are twenty-five feet deep. Poplar, oak, and ash fill the forests. Public institutions are—Six farmers' granges in the county, a courthouse, jail, town-hall, a Masonic lodge, a Masonic chapter, an Odd Fellows' lodge, an Odd Fellows' encampment, Friends of temperance, and an agricultural society. The *Weekly Gazette* by John H. Glass & Sons, and the *News* by Briggs & Holbrook, are excellent papers published here.

Henry Station,

On the Memphis and Louisville railroad, has a population, white and black, of two hundred, and three churches—Methodist, thirty-five members, F. J. McGill pastor; Cumberland Presbyterian, twenty-five members, H. Babbitt, pastor, and Baptist, twenty members, Jesse M. Fulghum, pastor. There are two extra preachers beside living here—J. R. Williams and S. G. Hearn—and thus Henry is "insured." The whole trade of the country goes to Memphis. Land is worth thirty dollars, and produces eight hundred pounds of cotton, or five barrels corn. Wells are forty feet deep. The Tennessee river is forty miles distant. Oak and hickory forests. Names of old and leading citizens—R. H. Babbitt, W. W. Dorris, S. Alexander, J. R. Gilbert; lawyer—W. L. Carter; physicians—E. Arbuckle, J. B. Jones, C. W. Wright; merchants—Dorris, Rushing & Allen, H. Babbitt, S. C. Robbins, I. G. Beadle, W. F. Hastings; mechanics—T. J. Linton, J. G. Richardson, W. F. Hester, J. W. Hoag, A. J. Tully, J. F. Huffestetler. There is one hotel and two manufactories—the Spring creek cotton-mills and a wagon and carriage-factory.

Rutherford.

Incorporated in 1867; S. Wilson is mayor, J. E. Risley recorder, and G. W. King city marshal; whites and blacks four hundred; one white school. The founders of the town are M. Whetton, T. D. Locke, William Pettis, and T. W. Snowdon; physicians are Dr. A. B. Buchanan, T. Cox, J. G. Montgomery, F. M. O'Donnell; merchants are J. E. Kay, S. Wilson, J. C. Holmes, W. Z. Elrod, T. J. Canerhill, R. B. Tinkle; and R. A. Smith is the only mechanic we could hear of. There is a flour-mill, woolen-mill, gin-factory, saw and grist-mill, and wagon-factory. Six hundred and fifty bales of cotton are shipped annually, and forty to Memphis; two hundred and fifty barrels flour and ten hogsheads tobacco are shipped east. Rutherford is north of Humboldt. Rev. Mr. Seward engineers the Baptist, Richard Coleman the Methodist, and —— Jones the Cumberland Presbyterian, each having good congregations, and preaching good sermons. Town lots sell at five dollars per front foot, and land at about twenty-five dollars per acre, producing eight hundred pounds cotton, or six barrels of corn, or ten bushels of wheat. No manure was ever used. Twenty-eight miles to Forked Deer river. Wells are thirty feet deep. Oak, hickory, and poplar trees grow luxuriantly, and to enormous hights. They have a farmers' grange, a Masonic lodge, an Odd Fellows' and Sons of Temperance buildings. Rutherford is on the Mobile and Ohio railroad, north of Humboldt.

Dresden.

Incorporated in 1828—J. G. Parker was the first and J. A. Prestwood present mayor; population, mainly white, six hundred; one high school in a flourishing condition. The leading old citizens are Alf Gardner, Wiley Blakemore, Reuben Edmondson; lawyers are Caldwell & Boyd, and Rogers & Edwards; merchants are R. N. Irvine, J. W. Moran, Rogers & Jones, Glass & Meadows, J. A. Lumpkins, E. W. Cottrell, Irvine & Williams, and Francis & Tunstell. D. L. Shaw is the hotel-keeper. There is a wagon and carriage shop, flour-mill, saw-mill, and wool-carding machine. A shoemaker is wanting. Fourteen hundred bales cotton were shipped—two hundred to Memphis—four hundred and seventy-five hogsheads tobacco and nine thousand bushels of wheat go east. A Memphis merchant's head would swim if he went that far from home, and therefore Dresden seeks remoter markets. The Methodists control church matters, the Baptists and Presbyterians having no pastors. Rev. M. Walker is the excellent Methodist minister of the town. Farming lands are worth thirty dollars per acre, making from seven hundred to one thousand pounds per acre, or five barrels corn, and oak and walnut forests. There is a Mason's temple and Odd Fellows' hall, a farmers' grange, a venerable, ungainly courthouse, and a horrid jail.

Huntingdon.

Thomas E. Jones is mayor of this ancient town; population, nine hundred; one school. W. J. Crockett, Frank Priest, and A. C. McNeill are of the oldest citizens. The lawyers are Alvin Hawkins, J. P. Wilson, J. R. Hawkins; physicians—J. W. McCall, J. N. Smoot, and John Bell; merchants—McNeel & Co., A. R. Hall, and McCracken & Co; mechanics—J. P. Fuqua & Co. The two hotels are the Hilliard and the Johnson house. There is a foundry and flour-mill. Four thousand one hundred and eighty-two bales of cotton received and shipped, and only fifteen to Memphis. It would scare a Memphis merchant out of his wits to get so far from home, and none of them are known in Huntingdon. Tobacco and dried fruit are shipped in great quantities, but not a pound of either to Memphis, the nearest city. Rev. G. W. Williams preaches to a large Methodist, and Elder Evens to a Cumberland Presbyterian congregation. The Nashville and Chattanooga, and Nashville and Northwestern roads, now consolidated with the St. Louis and Iron Mountain railroad, discriminate against Memphis, and the Memphis chamber of commerce seeks no remedy, and all goods are needlessly delayed in transfer to the Memphis road at McKenzie, so that the people about Huntingdon will never trade with this city. Farming lands in the vicinity are sold at thirty-five dollars per acre. Wells are twenty feet deep, and the Tennessee river is thirty miles distant. The forests are of oak, hickory and walnut.

McLemoresville.

A small village three miles east of Trezevant, once had six hundred inhabitants, six stores, and excellent college buildings. This place is now almost deserted, and the college buildings, unused, go to decay, and McKenzie and Trezevant have absorbed McLemoresville.

Dyersburg.

Dyersburg was planned in 1826, and lots—town lots—were sold there in 1827. In fact the place is nearly as old as Tom Neal. But Dyersburg never strutted forth into the sunlight of immortality and put on the airs and legislative forms of a regular city till 1859. Then Henderson Clark was made mayor, and the aforesaid hero began to assume aldermanic airs and proportions. White and black, Dyersburg contains one thousand souls, but none bigger than Tom Neal's. And then he is a capital gentleman. Pinner, is the present mayor, and his cabinet, W. C. Doyle, and the marshal, John Marigold. Isaac Sampson was the first name we ever heard associated with that of Dyersburg. He was a true and loyal representative of the original people of West Tennessee, and has left descendants worthy of his fame. The leading citizens are: F. G. Sampson (first boy born), Henderson Clark, Mrs. Lucinda Phillips, Mrs. Hannah Nowlen, Albert G. Pierce, Isaac Sampson, and Chas. P. Clark; lawyers: S. R. Latto, Jno. Skeffington, T. E. Richardson and H. L. W. Tumzy; physicians: E. R. Vernon, R. C. Parr, R. H. McGolightly, J. H. Miller and D. C. Hibbett; merchants: Webb & Child, W. M. Watkins, Parr, Nolen & Co., Sugg & Co., Chamblin, Simpson & Co., N. C. White, Cotton & Buchanan, DeBeny & Baker, Robertson & Luskombe, Stevens & Bracker; mechanics: R. R. Watson & Sons, tannery and harness; Stevens Bros, millers; hotels: Sugg house and Burke house. Baptists, Methodists, and Cumberland Presbyterians each have churches; J. H. Borion, R. Thomas, and J. D. Bush are pastors. There is also a free school and a colored church. The town property is taxed at three hundred thousand dollars, and adjacent land at fifty dollars per acre, producing twelve hundred pounds cotton, or seven barrels corn, or fifteen bushels wheat per acre. Wells are forty-five feet deep. Forked Deer river is at this place, and the Mississippi fifteen miles distant. Poplar trees most abound. There is a Masonic lodge and chapter, Odd Fellows' encampment, Friends of temperance, a grange, thespian society, an agricultural club, a courthouse and jail, and the *Progress*, one of the best papers of the western district, is published there, the worthy rival of the *Gazette*, of the same intelligent, active, progressive community. Messrs. Thomas and Glover are the editor and proprietors of the *Progress*. There are the following successful manufactories: flouringmill, carriage manufactory, sawmill, planing-mill, three cotton-gins, wool-carder, coopery, and a tannery. There are two thousand five hundred cotton bales shipped from Dyersburg, and if the Paducah road be finished from Memphis to that point by December, there will be six thousand bales brought thence to this city. We merely suggest this little fact in order to set Front row after Messrs. Norton & Slaughter and the rest engaged in building this Paducah railroad.

Fulton

Was founded by the mound-builders, curious remains of whose toil everywhere in the vicinity of Fulton attest their countless numbers and industry. There is one of these still surviving the rack of matter and crash of worlds, who is engaged in building a railway, called, in Egyptian fable, as quoted by Herodotus, the Tennessee Central. The population of Fulton, hard by Fort Pillow, on the east bank of the Mississippi, is two hundred white and black, and an occasional mound-builder as aforesaid. The leading modern progressive citizens are Dr. L. L. Brodie and Dr. W. W. Lea; J. T. Leaton & Co. are saw-mill owners, and have a successful planing-mill, and manufacture sash, doors, and blinds. A. Lea & Co. are successful planters and merchants; T. J. Stratton and John B. Gray are excellent mechanics; Messrs. Stubbs, Teneyk, and Bell each keep a hotel. Fifteen hundred bales of cotton are sent to Memphis, and five hundred beeves. There is only a Methodist and a Baptist church. Land is worth from fifteen to fifty dollars, producing one-third of a bale, or fifteen hundred pounds of cotton per acre, or forty bushels of corn. Oak, poplar, hickory, cypress, red-gum, ash and cottonwood trees abound. Wells are thirty feet deep.

Durhamville.

This town, Durham-ville, is pronounced "bully" by our correspondent, and we are led to infer that there is something in a "name." In any event there are enterprising farmers in the vicinity who have imported Durham cattle and Berkshire pigs, and these flourish as in the greenest pastures of Kentucky. The town of which we write was incorporated in 1836. The present mayor is J. Chandler, and his predecessors were M. Hatcher, Wm. Fisher, Thomas Fisher, D. Phillips, Colonel Durham (that name accounts for the "milk"—of course it does—in that cocoanut of mysteries in nomenclature which our correspondent was trying to crack), and A. Phillips. There are two hundred and twenty-two whites and seventy-five negroes in the ancient village, which boasts of two hotels, two cotton-gins and grist-mills, the gins sending to market twelve hundred cotton bales. The place is much enlivened by the granges and the coming narrow-gauge railroad, which will double the value of the products of Lauderdale county. Seven thousand cotton bales are produced within seven miles of Durhamville, and this simple fact will make the durhams and bears on Front street sober when reflecting that Lauderdale county will soon be cleft in twain by the Memphis and Paducah broad-gauge and the Memphis, Raleigh, Paris and Cairo narrow-gauge roads. In an area of five miles square, of which Durhamville is the center, five thousand cotton bales are annually produced, and seven hundred thousand dollars worth of farmers' products are annually exported. The riches of the country about Memphis are incalculable. We are only faithless to ourselves in not making such highways that all this wealth may find here its preferred point of accumulation. There is a Baptist, a Methodist, and a colored Baptist church. The people here trade mainly in Brownsville. The town is worth one hundred thousand dollars. Land averages in value twenty-five dollars per acre, and produces one-half a cotton bale and five barrels of corn under the careless system of cultivation of the country. Wells are thirty feet deep, and Hatchie river five miles distant. Oak, hickory, ash and poplar trees do most flourish. The leading citizens are Dr. Phillips, Joy Chandler, Bob Shelton, Asa Fate, Colonel Phillips, Dr. Chrisman, Dr. Henning, Colonel Durham, Tom Durham, Colonel Picket, Joe Simons, and Mr. Pettas.

Covington.

The ancient capital of Tipton county. Our correspondent thinks it was founded by Romulus and Remus, two original members, with Colonel Dick Munford, of the Old Folks association of Covington. The present mayor is S. R. Shelton; the recorder is W. G. Payne, and L. L. Warr wages war on all sorts of culprits. There are eight hundred whites and blacks in the venerable village, which was shaken out of its boots, and out of a quiet snooze of centuries by the advent, some weeks ago of John L. Norton, in the shape of a locomotive. There are three schools in Covington, and, judging from the blissful repose that seems to invest the place, it is blessed with a good, quiet population. Of churches, there is a Baptist, Methodist, Old School, Presbyterian, Episcopal, Catholic, Christian, and a colored Methodist. The pastors are Joseph Borum, G. B. Baskervill, D. H. Cummins, —— Mathews; visitant, Josiah H. Lauderdale. Lands are worth thirty-five dollars, and produce nine hundred pounds of cotton, or six barrels of corn per acre, or twelve bushels wheat. Wells are forty feet deep. It is six miles to Hatchie and sixteen to the Mississippi river. Oak, walnut and poplar are the forest growth. There is here a saw-mill, planing-mill, flouring mill, gin, and a carriage and wagon-factory. Eight hundred bales of cotton are shipped from this depot to Memphis. "Old and leading citizens: R. S. Menifee, C. G. Fisher, Tobias Smithfield, C. R. Hall, W. M. Hall, R. H. Munford, R. F. Locke, J. W. Shelton, J. B. Hamilton and R. S. Barrett. Lawyers: R. R. Bate, Green Smithfield, P. J. Smith, Holmes Cummins, Williamm Sanford, I. M. Steele. Physicians: L. Hill, W. L. Barrett, J. B. Payne. Merchants: Shelton, Calhoun & Smith, Wm. Hall, W. B. Adams, Jas. Lemmons, Sanford & Co., Hamilton & Calhoun, Wm. Hamilton, A. Lippman. Mechanics: W. C. Tignor, A. G. Moss, Wm. Pagan, James Sweeney, L. Tisdale, John Donnelly, P. Neiderawer, Lee Rose, J. R. Fallen, W. H. Harson. The ancient courthouse and jail, the Masons and Odd Fellows, and the farmers grange, are the public institutions of this venerable village, which will now grow apace. There is an excellent newspaper here, having a wide and general local circulation. Its versatile and able editor, Colonel Walker Wood recently died, but he will be worthily succeeded, we are told.

Ripley

Was incorporated in 1857. George T. Eggleston was the first mayor, and W. D. Williamson now discharges the functions of this honorable office. W. F. Greaves is recorder, and R. T. Jordan is marshal. The whites and blacks number eight hundred. There are two schools. There is a Baptist, a Presbyterian, a Methodist and an Episcopal church here. J. H. Brown is the Baptist preacher, and J. M. Scott the Methodist. The trade with Memphis might be increased indefinitely. Town lots are worth one thousand dollars, and land thirty dollars per acre. Each acre produces nine hundred pounds of cotton, or seven barrels of corn, or ten bushels of wheat. Wells are thirty-five feet deep. The town is nine miles from the Hatchie, and thirteen miles from the Mississippi river. Poplar is the most abundant forest growth. There is a courthouse and jail, a Masons' chapter and council, Independent Order of Odd-Fellows lodge, and Friends of Temperance, and an original, well-edited paper, the *News*, conducted by an excellent gentleman, J. L. Sparks, and there is an agricultural society. There are two saw-mills, one flour-mill, one saddle and harness-shop and two carriage and wagon-shops. The leading citizens are: F. A. Thompson, P. T. Glass, S. M. Carson, Hiram Partee, J. R. Carson, S. B. Carson, D. P. Steele. The lawyers are: J. C. Morley, Thomas Steele, Wilkinson & Wilkerson, Lynn & Oldham. The physicians are: J. A. Lackey, D. P. Steele, A. H. Young, B. F. Lackey. The merchants are: Wordlow & Jackson, Wheeler & Co., Ed. Felsenthal, J. E. Gray, C. S. McKinney & Co., J. R. & L. R. Carson, P. T. Glass & Son, B. A. & F. M. Sinclair, J. R. Campbell, Greaves, Tarrant & Co. Hale & Brodie, John Felsenthal. The mechanic is R. F. Butts.

MISSISSIPPI.

Coffeeville,

the capital of Yallabusha county, is built upon rugged hillsides that look down upon the Mississippi Central railway in the valley below. The old courthouse, time-worn and ungainly, a square reddish-gray unseemly pile of brick and mortar, with the blinds blown away, and glass broken from the windows, and deep red gullies worn in the shocking uncultivated hillsides, co-operate to give the antique home of General Coffee a sadly dilapidated appearance. The population is about thirteen hundred, and all the property, our correspondent was told, in and out of the town, is for sale. The soil is somewhat sandy, the water excellent, fields and gardens productive. The inevitable word "Saloon," which horrifies decency and startles strangers, and stamps towns in the eyes of travelers as abodes of murder and savagery, and gall human woes, is written in glaring capitals over the door-ways of dram-shops at every village along the Mississippi Central road. It would be of infinite service to all these towns if these sign-boards, supposed to be significant of the morals and habits of a people, were carted away, with the bottles, jugs and barrels behind them. Farms were sold last year at from eight to twenty-five dollars per acre. Coffeeville, Oxford and Holly Springs are represented in Congress by L. Q. C. Lamar. Everywhere, from Grenada to Holly Springs, the people say they are anxious to sell their homes, and yet very few adopt plans of making sales possible, by making homes attractive. The country about Coffeeville is well-watered, healthful, somewhat broken, and soil sandy, and light, and rich. Coffeeville was incorporated in 1839. Its successive mayors were Samuel Carr, J. H. Herron, H. H. Gorin, A. L. Guntharp, John Simons, A. T. Wimberly and his reigning majesty, our excellent friend, J. L. Eskridge. There is a male and a female white, and one colored mixed school. The ancient citizens are James Aston, S. Bell, M. D., W. M. Moring, G. C. Bartam, W. R. Thomas, M. D., L. Newberger. The lawyers are R. H. Golladay, G. H. Lester. The doctors are G. Bell, A. A. Powell, J. A. Kennedy, A. M. Brown, W. R. Thomas. The merchants are L. Newberger; Aston & Co.; Bondurant & Co.; Bryant & Herron; Brannon, Fly & Garner; Brown & Bro.; Tabor & Dodson; D. J. Azlin; Meaders & Brown; W. R. Thomas; J. W. Seay; C. H. Calhoon; G. V. Boswell; Mrs. J. L. Hartley; L. M. Mitchell. John L. Collins & Co. manufacture carriages, plows and farming implements, and Spenser & Marmaduke harnesses and saddles. The town ships six thousand five hundred cotton bales. Corn cribs and smoke houses are in the north-west. There are three retail groceries, two drug stores, two produce stores, six dry goods and groceries, one tin, and stove, and one confectionary. Rev. J. L. McDowell preaches to forty-five Cumberland Presbyterians; B. B. Brown and J. M. Mitchell to twenty Methodists; J. E. Jones (colored) to two hundred and fifty colored Methodists; and there are about as many colored Baptists. Memphis supplies the place with dry goods, boots, shoes, hats and notions. The cotton goes to New Orleans. The town is worth one hundred thousand dollars. The lands are naturally most productive, but have been ruined by ignorant farming. Land is worth ten to twenty dollars per acre. The land produces about two bales to each five acres, or yields eighteen bushels of corn to the acre. Wells are thirty feet deep. Poplar, gum and hickory do most abound; immigrants are mainly Georgians and Carolinians. There is fine water-power hard by and two saw-mills and one grist-mill.

Oxford.

the seat of the State university, is built upon the loftiest hills of Lafayette county. The county was organized in 1836, and Oxford incorporated in 1837. The successive mayors, James Packer, Charles Mahoney, James Cook, T. H. Robinson, William Mitchell, W. Suither, J. Cook, N. Beicher, C. Wilson and Jordan Phipps. Whites, eleven hundred; negroes, four hundred; total, fifteen hundred. Beside the great university, there is a female college, two female schools, one common school. The lawyers are L. Q. C. Lamar, A. H. Barr, Jordan Phipps, Charles Howry, Ed. Magees, Hamp. Sullivan, John H. McKie. The doctors are Messrs. Isom, Chandler Leston and Thompson. Merchants—Paul Barringer, William Thompson, W. L. Archibald, Charles Roberts, R. E. Doyle, New. F. Isom, William J. Nelson, R. R. Chetson, Thomas E. B. Pegues, N. B. Pegues, W. G. Beauland, Peter Wilkins, William Turner (builder), and William Suither. The chief hotel is the Thompson house. Boarding-houses are numerous. There are no manufacturers in the place. A grist-mill to give food, and cotton-mill employment to idlers, is greatly needed. People say that rates of freight charges are so high that it is impossible to ship fruits and vegetables, with which the country abounds. Therefore, the anxiety to build a cheap railway sixty-five miles to Memphis that cheap freights may be secured over water-routes. Twelve thousand bales of cotton go to New Orleans from Oxford, which Memphis could secure by investing fifty thousand dollars in the cheap railway. F. M. Jurey preaches for the Episcopalians; B. F. Smith for the Cumberland Presbyterians; S. M. Neal for the Old School Presbyterians; J. B. Gartrell for the Baptists; J. J. Wheat, Methodist. Now and then groceries are ordered from Memphis, and boots, and shoes, and hats, but the whole trade of the county and towns goes to Louisville, Cincinnati and New Orleans; all for want of a railroad that would not cost this city more than fifty thousand dollars. The *Falcon*, a well-conducted and successful weekly newspaper, is published at Oxford.

Sardis

is mainly known, and people estimate its progress and intelligence and the worth of its people by its representative newspaper, the Panola *Star*, which glitters brilliantly above this Bethlehem. The town was chartered in 1858. P. D. Ellis, Dr. S. F. Dunlap, Dr. D. B. McHenry have been mayors. The whole population is two thousand—fifteen hundred whites. There is a female college, three female private schools, one male academy and two negro schools. The physicians are Drs. Ellis, Kincheloe, Wright and Dunlap. Attorneys are Messrs. Crump, Cooper, Taylor, Polk and Randolph. Merchants—G. W. Ballentine, W. D. Heflin, J. F. Hobgood, J. F. Lavender, T. J. Hunter, S. U. Gunter. Mechanics are G. Clarke, P. Johnson, W. H. Nutter. The hotel of the place is well managed by C. W. Richards. All railway trains stop there for meals, and it is one of the best eating-houses on the road. There is a planing-mill, and great need for all kinds of farm laborers. Any sort of mechanics would do well here. The number of cotton bales shipped from Sardis varies from five thousand five hundred to eight thousand. About seven thousand will be sent to Memphis this year. Products of orchards and gardens are consumed at home. There are five Sabbath schools with five hundred pupils, and five church buildings—Episcopal, Catholic, Presbyterian, Old School and Cumberland, Methodist, Baptist and Campbellite. The churches are largely attended. The whole trade of the place is monopolized by Memphis. Property of the town estimated at five hundred thousand dollars. Lands vary in price, having reference to distance from the railroad and to improvements, from ten to thirty-five dollars per acre. Wells are twenty feet in valleys, and one hundred and fifty feet deep on hills. The Tallahatchie is four miles from Sardis. Oak, hickory, walnut, gum, dogwood and ironwood abound; and cypress and beach in the creek-bottoms. Sardis is the capital of Panola, a magnificent county, growing rapidly in wealth and population, and there is not in the State a more intelligent, industrious people. The finest court-house in the south is in process of construction at Sardis. The county will ship to Memphis this year twenty-five thousand cotton bales.

Hudsonville.

was settled in 1832. It was for years a rival of Holly Springs; is seven miles north of it; it has only two residences in it now, and no stores. Two miles east of it, on the Mississippi Central railway, is a station which bears its name. It has absorbed the old town entirely.

Como.

Como was thus named in reference to a charming lake, supposed to be in the vicinity, and not because of any *comatose* condition of the active, progressive village. It was entirely destroyed by fire last spring, but has been rebuilt, and is growing rapidly in wealth and population. This town is not incorporated, and, we believe, that our friend Isaac N. Davis is in some sort mayor of the town though there is no charter for it, even as old Ike Rawlings used to be, fifty years ago, mayor and justice of the peace of Memphis, by common consent. There is no salary, and no four and a half per cent. taxation to impoverish the plundered people, as in civilized, blessed cities, and Como is happy. The population of the place is two hundred whites, and fifty colored. One white and one negro school. Old citizens—M. Pointer, E. H. Dunlap, N. B. Sledge, Phil. Pointer, T. C. Bass, J. F. Heath, Thomas West. There was never a lawyer in the place, and they propose to fence it in to keep them out; but there are two doctors—A. A. Young and F. E. Jones. The merchants are M. Pointer & Co., J. Greenwald, E. H. Dunlap & Co., T. C. Bass & Co., N. B. Sledge & Sons; and then to make the place blissful, they have the Breckenridge hotel, and send eight thousand bales of cotton to Memphis. They do not deal in trifles, and therefore export nothing beside cotton.

Cold Water,

so-called, in reference to the sobriety of the people. They do not believe in bar rooms, or in having the word "Saloon," in great, glaring characters, staring migratory mankind in the face, to create the impression that drunken barbarism pervades the country. Cold water is a temperance town, and to this extent would please Susan Anthony; but Cold Water deals in cotton, and Susan is always wool-gathering. Just think of it! Cold Water sends to Memphis annually 9,500 cotton bales, and Cold water isn't proud a bit. The place was incorporated in 1866-67, (it took two years to finish the job), and the mayors have been D. W. Allen, W. F. Baker, George Hayden, and A. W. Darby. There are four hundred whites and one hundred negroes in the blessed little temperance village, and one flourishing academy. Our correspondent did not give the name of the pedagogue, but he is a temperance man. There is but one lawyer in the village. There would be more, but there is no chance of getting the people into *hot* water, and the sly fellows keep aloof. E. Partee, a disciple of *Coke*, who is not of kin to Old King *Coal*, bathes his genius in the waves of Coldwater, while the doctors, all, of course, more or less, in such a place, addicted to hydropathy, are D. W. Allen, W. N. McCain and J. D. Talbot. Mechanics are J. F. M. Henry, E. Wright, Thos. Dowdy, Tom Dodson and Jas. Edgerly, a capital tinner, who is never in the gutter. The merchants are Callicott & Co., Anderson & Co., Johnson & Thornton, B. B. Blackmore & Co., Williamson & Powell, and Allen & DuPuy, druggists. There is no hotel, because it might not be a coldwater concern, and they have two capital boardinghouses instead. A silversmith, carriage-maker and tailor would do well in Coldwater, though the ninth part of a man commonly needs baptism in a more invigorating beverage.

Water Valley.

Water Valley is, perhaps, the foremost manufacturing town in Mississippi, and the only one whose wealth is based upon the industry rather than idleness of the people. Some of the interior villages exist simply because the white and black people choose to separate themselves from one another, and this process of segregation goes on till, in many counties, the whole management of farms is surrendered to negro lessees. A system of farming on shares pervades the counties formerly richest, having the broadest farms, and formerly making most cotton. The landowners of Marshall, of which Holly Springs is the capital, are especially addicted to this mode of dealing with negroes. The country around Water Valley is not so rich, the soil not so productive and negroes are not so numerous as in Marshall about the older and delightful Holly Springs. Everything is new in Water Valley—in Holly Springs everything is old. Even the lawyers are graybeards, and the great body of them had won fame before the results of the war built insuperable barriers to honorable ambition in Mississippi. Water Valley is wholly new. It was built, too, in great haste and with little money, and, in the main, very cheaply. The whole business portion of the active, progressive town is on one side of a single street, occupied at all hours by hissing, roaring, restless, railway trains. These houses, on the west side of this street, along which runs a crooked little stream, hardly strong enough to cleanse and open its own pathway down the thoroughfare, are mainly wooden. They are of all styles of architecture, with here and there a block of well-constructed brick storehouses. A fire will come after a time, and Water Valley be rebuilt, and a handsome town will rise from the ashes of this striped, ungainly long line of tasteful structures, and red and yellow and dingy, repulsive shanties, and splendid buildings that line for nearly a mile the northwest side of the Mississippi Central railway. The population of the place, said to be five thousand, is growing steadily and rapidly. Its chief industry is sustained by the railway company repair-shops, which dispenses perhaps fifty thousand dollars among mechanics and employees on the tenth of each month. Then Water Valley smiles. Besides all the repair-shops of McComb's railways, there is a successful hollow-ware factory now supplying even the Memphis market, and all the towns along the railway with cooking and other stoves. Strangely the people have learned practically that stoves made of Tennessee iron are cheaper and better, and last longer than any in the world, and the makers can hardly supply the demand. The success of this factory has caused the erection of another like it in Holly Springs. Here, at Water Valley, the successful inauguration of mechanical industries by the railway company has begotten wagon-makers shops and the erection of a cotton mill has been begun. It will go into operation, and within the year add perhaps 1000 to the population of the place. There are no hotels in Water Valley worthy of the place. An energetic widow has won pre-eminence as "mine hostess" of the town, and spreads an excellent table in an unattractive, out-of-the-way domicil. The railroad company proposes to build a hotel for her that she may give lessons in gastronomy to the many tyros practicing the rudest, most disgusting forms of the art, at the cost of people's lives, everywhere along American railway lines. There are two lively weekly newspapers published at Water Valley. Rivalry is advantageous, here as at Holly Springs, to the *South* and to the *Reporter*; to the *Courier* and the *Central*. The circulation of the two publications, as I am advised, is about 500. One, the *Central*, is an illustrated publication. So profuse are the pictures that a steady advance in the price of soft white pine lumber and of jack-knives may reasonably be anticipated. Each leading denomination of Christians has its church-building; one of these a very tasteful and costly structure. The more credit is due this people because all these have been built at once within the past six years, while Holly Springs was the most potent town in Mississippi thirty years ago. There are costlier residences and school-buildings, and churches and business houses in Holly Springs, but Water Valley will be burned down and rebuilt, and because of its manufacturing industries, will grow steadily and rapidly in population and wealth, even as the appearance of the place will be constantly improved. Water Valley was incorporated in 1857. B. H. Collins, W. H. Lawshe, N. C. David, John H. Wilson, J. F. Davidson and J. C. Robinson, have been, each, the mayor. Population forty-two hundred. One-eighth are black. Three white and one colored school. The old citizens are John M. Shaw, P. D. Woods, B. H. Collins, T. J. West, R. Robinson, J. Q. Morrison, J. G. Hendricks, W. H. Briston, G. Berglund, H. N. Hill, A. J. McConnico, T. N. Wendel, E. D. Frost, the skilful railroad manager, J. Addington, W. J. Hughes, D. R. Wagner, W. A. Herring, J. H. Wilson, M. D. L. Stephens, (building the cotton mill), L. R. Kirkwood, N. P. Ragan, R. Prophit, (the stove manufacturer and vender). Lawyers: W. B. Turner, Hugh L. Martin, H. A. Duncan, R. H. Taber. Physicians: John Young, T. A. Lewis, T. J. Rogers, J. L. Backstrom, J. F. Davidson, C. Montgomery, D. B. Hake, J. M. McFarlane, W. Dickson. Mechanics: J. E. Becton, James Pratt, T. W. Whitsey, G. E. Smith, John Anderson, W. F. Palmer, T. S. Abbey, U. D. Payne, R. R. Wesson. Hotels: Collins house, Simmons hotel, Mrs. Howd's. Manufactories: Berglund's blind, door, sash, etc., wagons and building material; Shaw & son, iron foundry; manufactory of hollow-ware, stoves and plows and another of axhandles. Our correspondent says that wide tracts are uncultivated, and farmers are sadly wanted, and better than those that now scrape the surface of the soil and destroy and impoverish the country by stupid tillage. Churches: Methodist, (white), W. S. Harrison, three hundred and forty members; Presbyterian, E. C. Davidson, eighty members; Baptist, W. DuPuy, membership one hundred and forty; Episcopal, S. H. Green, pastor, fifty members; Catholic, Father Bennett; Methodist, (negro), Douglass Green, pastor, flock countless. Trade with Memphis consists solely in heavy groceries, to some extent in dry-goods and largely in boots and shoes. If the narrow-gauge be built to Oxford at least five thousand bales of cotton would go hence to Memphis, and trade to the amount of half a million, more or less. The wealth of Water Valley is estimated at eight hundred and fifty thousand dollars, lands average twenty-five dollars; cotton, per acre, eight hundred pounds; corn, thirty bushels; wells sixty feet deep; thirty miles to a navigable stream; oak, blackjack and hickory fill the forests. Population since the war has increased twenty-five per cent per annum till 1870, and is now about ten per cent.

Tillatoba.

This musical word—it is supposed to be musical because crazy people persist in the nonsense of investing Indian words, stories and deeds with poetical fancies—designates a busy little village on the Mississippi and Tennessee railroad. The village was incorporated in 1873, and R. R. Brown was made mayor. There are seventy-five souls in the place, and that mayor must have a hard time. There is John Leigh, John H. Dame, W. J. Lester, John Tatum, Captain James Simmons, (and not a lawyer, and only one doctor, Stevens); Lindsay & Dame are successful merchants. Tillatoba ships fifteen hundred bales of cotton to Memphis. Ten per cent of the negroes are doing well and taking care of what they make, and some buy little farms. Lands sell at from six to fifteen dollars per acre; wells thirty feet deep; eighteen miles to the Tallahatchie; oak, pine and poplar forests.

Iuka.

Long years ago, ere yet the sound of the woodman's ax was heard in the forests of the Tishomingo country—long before the days of Daniel Boone, and before Desoto discovered the great river that should now bear his name, there resided in North Mississippi, in that part embraced in the territory of Itawamba county, a tribe of stalwart Indians known as the Iukas. The chief of this warlike tribe, whose name was Iuka, was held in the highest esteem by the whole Chickasaw nation, to which his tribe belonged, while his own people fairly worshipped their brave and noble leader. In the chase no arrow sped so surely to its mark as that sent from the bow of Iuka; nor were there found in all the country feet more nimble in the race, nor arm as strong as his to wield the ponderous club, to tussel with his fellows, or meet in a death-wrestle the grim and ferocious monsters of the forest. In war he was the bravest of the brave, but kind and merciful to his captives. In peace no wiser voice was listened to around the council fires of the red man than that of Iuka. Seven feet in height, of fine physical proportions, dignified in bearing, and affectionately courteous to his wives and papooses, no wonder he was loved of his tribe. And it is related that many a dark-eyed Minnehaha

"Pined in thought,
And in green and yellow melancholy
Sat like Patience on a monument
Smiling at grief,"

for hopeless love of the handsome warrior, who was a respectable married man and *pater familias*. But the ills to which flesh is heir spare not even a good-looking Indian chief, and Iuka was stricken down in the very meridian of his glorious manhood by a disease which baffled the pathological wisdom of the medicine men of the tribe. In vain was the *materia medica* of the Chickasaw doctors searched; in vain the medicine men cudgeled their brains, just as ours often do now, to find out what was the matter with the big Indian. No light was shed upon the subject; no remedy could be found, and the poor chief grew worse day by day until, at last, he was given over by his sorrowing people as one bound for the happy hunting-grounds of his fathers. The whole nation was plunged in the deepest grief. But Iuka murmured not. At this crisis in his earthly affairs, when the tribe was bewailing their chief as one already dead, Iuka was visited by a friendly Indian brother from the neighboring territory of the Tishomingos. This brave informed the unhappy chieftain that he, the chief, would kill many a bear, and take many a scalp ere yet he was gathered to his fathers. "For," said this gentle Tishomingo, "there is in my country springs of living water, which the Great Spirit has sent to give our people health. He that drinketh of those springs, though at the very doors of death, returns to life, to health and to happiness. Come to Tishomingo, drink of our waters, and be healed!" The braves surrounding the prostrate Iuka lost no time in acting upon the suggestion and invitation of their brother from Tishomingo. A litter was prepared, and loving hands placed the emaciated form of the chieftain thereon, and, after days of weary marching through unpruned forests, the stricken man and his braves reached the magic springs reported by the Tishomingo. From where your correspondent sits, writing this "o'er true tale" for the readers of the APPEAL, he can see the *very spot* beside the spring where stood the wigwam of Iuka during his water-cure experiment. And Iuka drank copiously of the waters, and he was restored to his people and became a better hunter and warrior and father than he was ever before. So grateful was he to the Tishomingo tribe who possessed these magic springs, and so anxious was he that his people should reap, or, rather, drink the medicinal benefits these waters bestow, that he sold out his possessions in Itawamba, and he and his whole tribe moved to Tishomingo; and, lo! to this day the springs bear the name of the brave and virtuous and grateful chief, Iuka. Thus runs the legend of the Iuka springs. It is a very pretty legend, and as true as legends, even better authenticated, generally are. Iuka is one hundred and fourteen miles from Memphis, and by the creation of the new county of Alcorn attains the dignity of a county seat, Corinth being now the county-town of the new county. The town is pleasantly situated on the line of the Memphis and Charleston railroad, in an undulating country, which now and then dimples into suppressed hills. The population of the town is from twelve to fifteen hundred souls, about one hundred of whom are blacks. Its mayor is Judge L. P. Seal, the peace and quiet of whose office is rarely broken by the trial of criminal cases.

[CONTINUED ON OUR SIXTH PAGE.]