

THE SOUTH.

The latest advices by mail from the South represent the Confederacy terribly exercised over the "Food Question," and the continually increased depreciation of the Confederate Currency. There seemed to be more general interest extended to the people "at home," than to the army "in the field," and a greater dread of speculators than of the Federal army.

The oft repeated statement that starvation threatened a large portion of the people of Richmond is now tacitly admitted, and on the score of humanity, probably more than on that of indulgence to an enemy, the North is permitted, under certain restrictions, to send "creature comforts" to northern prisoners confined in and around Richmond. In refutation of the accusation that the prison authorities had purposely withheld food from the prisoners, the Richmond *Enquirer*, of Nov. 16th, says:—

To any one willing to listen to reason and truth, it must be apparent that thirteen thousand Yankee prisoners thrust upon a community already overcrowded, having great difficulty to provide the plainest articles of food for its own tables, cannot expect, with the best dispositions on our part, to fare sumptuously every day. We know people, once in affluence, who would be glad to be assured of as liberal a daily provision as these Yankee prisoners. It may be that their food is plain, and not abundant, but it is as good and as plentiful as, with our straightened means, we can supply. Liars ought to have good memories, and to keep up a show, at least, of consistency, and therefore we would suggest to the mendacious Yankee scribes who accuse us of deliberately starving our prisoners, whether, if it be true, as they daily assert, that the people of Richmond are threatened with the horrors of famine, it may not be that the alleged famine among their prisoners is involuntary.

If we are starving ourselves, how can we keep them from starving? But the truth is that, though straightened in our means of life, we are doing as well for our prisoners as for ourselves. Seventy bullocks a day are sacrificed for their commissariat, and bread in proportion to their numbers. Our own people, as we know, of our own personal knowledge, are in some cases denied meat for their own families, because it is necessary for the Yankees.

The Richmond *Examiner* of the same date states:

The flag-of-truce steamer from Fortress Monroe, which reached City Point on Saturday evening, brought up about 80 more tons of freight, consisting of food and clothing, consigned by Northern societies and individuals to the care of the Confederate authorities, for distribution among the Yankee prisoners in Richmond and elsewhere. About forty tons were received from Petersburg yesterday, and the balance is on its way.

By way of lessening the burthen upon Richmond, Danville was to take about six thousand prisoners, and Lynchburg was assessed with about an even half of that number. Flour was arriving very slowly and could be sold at any price asked for it. No one "had yet the effrontery to ask \$200 per barrel," but at that time "prime wheat" would readily command \$20. per bushel. The bakers had raised the price of a one pound loaf, or that which professed to be at that weight, from 25 to 50 cents.

Notwithstanding the difficulties and danger to the Confederacy of the depreciation of the currency of the government, a high tone is maintained in noticing that "creation of a refined convenience," and the end of the war is declared still as far distant:

Whatever inconvenience may arise from monetary derangements, no example can be shown of a nation, possessing a sufficiency of the solid necessities of life, subjugated through the defects of a mere creation of refined convenience like a system of currency. Trade and commerce may perish, but as long as animal life can be supported, a people can maintain their independence.

From near Memphis, the cry comes that the people are "cursed" with an "evil" of "huge proportions"—a perfect mania for "greenbacks." Confederate money was almost valueless, many regard it as so many "chips" in comparison with greenbacks, and every body was rushing their cotton into market. In summing up the state of the country, the correspondent to whom we allude, expresses the fear that there also the price of provisions was becoming so exorbitant, that there was danger of the families of those "fighting for their country" would come to want, and to these speculators he sends Greek Fire after this fashion:

These are cruel war times, it is true, and there are many who seem to think themselves commissioned to engage in a trade or traffic which yields them bountifully of the world's stores, even at the sacrifice of their conscience,

their God, and their country. Is this right? Is there no remedy? We have been told of people "who have eyes, and yet see not; ears, and who hear not." This world is full of them, and the war has unveiled very many of them. They shut their eyes and close their ears, and cry: "Fill up my coffers; give me to eat and drink, for to-morrow I die."

How much some men resemble others!

The picture of the greater portion of the South at the present time would be incomplete, without an extract, which, though localized here, is nevertheless true to character of the country generally, in the immediate vicinity of the war:

Holly Springs being the half-way or intermediate point between La Grange and the Tallahatchie river, and so subject to the enemy's raids that regular business of every kind has been entirely suspended. The few remaining storehouses have long since been closed, and now every day seems like the Sabbath. The old citizens congregate on the street corners every day to discuss the news, listen to flying rumors and whistle soft pine with their jack-knives; while the boys assemble on the common, organize companies, divide their forces, and with slings and pebbles, Minnie balls and fragments of shells, fight miniature battles. Thus time passes until some one reports the Yankees coming, when all disperse each to his respective home, there to remain until the Yankees are gone.

[From the Sacramento Union, December 5.]
PACIFIC RAILROAD MATTERS.

Our readers are doubtless aware that the Act of Congress which provides for the building of a Pacific Railroad authorized the location of two roads, and two starting points on the Missouri river. One of those points was at the mouth of the Kansas river; the other point was to be named, within certain limits, by the President, who seems to have decided in favor of Omaha city, which is located on the opposite side of the Missouri river, and on the north side of the river Platte, just above its mouth. The two roads, therefore, start, one on the Missouri at Kansas city and on the south side of the Kansas river; the other on the north side of the Platte—and they are to unite at or near the hundredth meridian of longitude, which would bring them together about sixty miles west of Fort Kearney. The south branch is located mostly in Kansas, while the north is in Nebraska. The distance they will run before uniting is about three hundred miles. The object in thus bisecting the Pacific Railroad west of Fort Kearney appears to have been to settle local jealousies, equalize local interests, and, at the same time, connect directly with the railroad systems of Iowa and Missouri. The Kansas branch will connect with the Pacific Railroad of Missouri, and the St. Joseph and Hannibal road, which run, directly, or indirectly, to St. Louis; the Nebraska branch will connect with the railroad system of Iowa, which concentrates on Chicago.

The Leavenworth, Pawnee and Western Railroad Company of Kansas, chartered by that State, is authorized and empowered by the Act of Congress to build the Kansas branch of the Pacific Railroad. This company have had some difficulty with contractors, as the first parties with whom they entered into a contract failed to comply with the conditions. A second was thereupon entered into; lawsuits followed, but they were all decided in favor of the company, and not many days since we published a statement that a large number of men were at work on the line—that a supply of iron and rolling stock had been purchased, and that forty miles of the road would be in running order by the 1st of January, 1864. The Act of Congress requires the Kansas company to have one hundred miles of the road finished within two years from the time said company signified in writing its acceptance of the Act of Congress. That notice, we think, was given early in the Fall of 1862, which would allow the company until next Fall to complete the first hundred miles. After that time a hundred miles in a year are to be completed until the hundredth degree of longitude is reached. From that point the Pacific Railroad proper begins; the Kansas road and that in Nevada are called branches.

The right to construct the central portion of the railroad located in the Territories of the United States, and beginning in Nebraska and ending at the eastern boundary line of California, was conferred upon the "Union Pacific Railroad Company," which was not in existence at the time the bill passed. A meeting of stockholders was held in Chicago in 1862, but did not result in a complete organization. It was, however, completed a few months since by the subscription of the necessary amount of stock—two millions—and the payment of ten per cent. into the treasury. A Board of Directors was forthwith elected, which Board proceeded to elect General John A. Dix, President of the company. Active preparations for proceeding with the work were immediately entered upon, and those preparations have culminated in the inauguration of the enterprise at Omaha City, which is reported by telegraph this morning. The occasion was made, as it ought to have been, one for the exchange of congratulations among the friends of the Pacific Railroad, and for general rejoicing. It was an appropriate time for the expression of joy and gladness.

The company which has just begun work at

Omaha, as before stated, is the Union Pacific Railroad Company, which was chartered by Congress and which is to build the Nebraska branch from the Missouri river to the junction with the Kansas branch west of Fort Kearney and the main track from that point to the west line of Nevada Territory. It is not required to complete any given number of miles in any one year, but must have the whole line finished by 1874. As the distance from Council Bluffs, as estimated by the survey of Lieutenant Beckwourth, to the California State line is 1,758 miles, the Union Pacific Railroad Company will be compelled to build 175 miles a year if it completes the work by 1874. The labor, though, of building a railroad up the valley of the Platte, is very light when compared with that required to construct one over the Sierra Nevada Mountain. Colonel Lander, in his speech before the Railroad Convention which met in San Francisco in 1859, declared that for five hundred miles up the Platte the ties and rails could be laid on the natural surface of the ground. That valley is a plain which rises so gradually as to be imperceptible without the use of instruments. On ground so favorable, the Kansas and Nebraska branches will doubtless be pushed forward rapidly. The \$16,000 dollars per mile and the public land granted by Congress will prove nearly or quite sufficient to pay the cost per mile up the Platte. The Kansas company seems to have gone to work in earnest, if we may judge from this statement made in a late Leavenworth paper:

"Forty miles of the eastern division of the Pacific Railroad have been graded within forty-five days from the time work begun. Fifty thousand cross-ties have been delivered. The great bridge was completed on Friday, and 4,000 tons of rail and the rolling stock are on the way. The road is going toward the Pacific at the rate of a mile a day."

The company claim to have two thousand men at work; if it has, it will not be a difficult matter to average a mile a day until the Rocky Mountains are encountered. From the eastern base of those mountains to Salt Lake miles will be found which will cost more money, time and labor than a dozen on the Platte bottom.

In California something handsome has been done in getting the Pacific Railroad under way, but we do not pretend to push ahead as they profess to be doing in Kansas. The work on this side is vastly heavier than in that State and Nebraska. Within a dozen miles or so the Railroad Company here is compelled to begin the ascent of the dreaded Sierra Nevada. The heavy and costly work here is encountered at the very start; whereas, on the Atlantic side, hundreds of miles can be built over a level plain—where the grading will cost only a few dollars a mile. Here, too, we have to transport iron and rolling stock some twenty thousand miles. But in the face of these difficulties the Central Pacific Company has, within eleven months, purchased the iron and rolling stock for seventy miles—a portion of which has arrived and the rest is on the way. The grade is finished for eighteen miles; a splendid bridge built over the American river; the iron is laid for a mile beyond the bridge; and by the first of January, 1864, unless the iron on ship board is detained beyond all calculations, the road will be in running condition eighteen miles. At that point it strikes and crosses the California Central Railroad. Contracts are let for thirteen miles more, which make thirty-one miles to be completed in February. And so far up the mountain do those thirty-one miles carry the road, that on the last division of seven miles the grade is one hundred and five feet to the mile, which is the maximum grade in crossing the mountain. The work, too, is heavy and costly. Compared with the Kansas line, it is gigantic. But it is steadily advancing; and if the new State of Nevada will extend a helping hand to the extent of the amount proposed in Convention to aid in building the second fifty miles, the road may reach the valley of the Truckee in two years from this month. When once over the mountains, it will travel east, toward Humboldt, Reese River, Ruby Valley and Salt Lake, as fast as the Kansas Company profess to be building theirs—at the rate of a mile a day. After the Pacific Railroad is completed over the mountain, it will literally build itself across the Great Basin. It will further be recollected that the Pacific Railroad in California was inaugurated on the 8th of January, 1863, nearly a year before work was begun on the Atlantic side. The Kansas Company commenced work about a month since, and the Union Company on the first day of this month. The work now is fairly begun at the east and west ends of the line, and we trust it will be continued with unflagging energy until the line is stretched across the continent.

MILL WHEEL GONE AGAIN.—While "locking up" this issue, we have no hope of being able to issue the paper next week, for we are told that a portion of the water wheel of the Paper Mill has gone down stream, and left us without paper. We trust the wheel will shortly be repaired, and we thereby again be enabled to accommodate our readers, with the promptness so customary with us when not hindered by circumstances beyond our control.

THE THEATRE.—The Winter season opens on Saturday evening, with the "Marble Heart" and other entertainments.

THE CONCERT THIS EVENING.—We expect this evening that our citizens, and strangers sojourning with us, will be highly entertained at the Juvenile Concert. It is strictly what it professes to be, and will no doubt be very gratifying to the community. Mr. Calder's untiring perseverance in the education of the children cannot, in our opinion, be too highly appreciated. He has exhibited devotion to this branch of education, which few men seldom display in anything, and the more do we feel to sustain and encourage his efforts as his labor nearly every evening in the week is given entirely gratuitous. The proceeds of the Concerts are wholly devoted to the procurement of music, musical instruments, and to the contingent expenses of the schools.

President Young has kindly granted the free use of his private school for tuition—from the commencement of the classes, the use of the Tabernacle for practice and rehearsal and on a previous occasion as well as on the present has liberally accorded the use of the Theatre for the Concerts.

We are glad to notice the good results of this labor and patronage, and hope yet to see the advancement of other branches of education as flattering.

This evening the Concert takes place in the Theatre precisely at seven o'clock.

BRUTAL ATTACK.—On Monday morning, while Mr. Arza E. Hinkley of this city, and a lad of 14 years of age—named Smith, were returning from East Weber with a flock of sheep, they were met on the dugway, near the mouth of Parley's canyon, by nine or ten soldiers, most of them under the influence of liquor. One of them, without any provocation, jumped from the wagon by which the soldiers were traveling, and struck violently the little boy on the face, knocking him down the dugway. Mr. Hinkley, being only a little distance behind, rushed up and sent the scoundrel rolling after the boy. On that, several others of the gang made for Mr. Hinkley, and treated him with great violence and brutality. One of the soldiers who was sober, used his influence to prevent his brutal comrades from killing Mr. H. outright. He was kicked in the face and stamped on the body till the scoundrels thought that he was near enough dead.

Every person acquainted with Mr. Hinkley knows him to be a modest, inoffensive gentleman, who would be highly respected in any moral community. We judge, therefore, that our citizens will learn of this outrage with indignation.

We have reason to presume that Col. Pollock, the Commander of the Post, will properly see to this affair—we hope he will.

PROBATE COURT.—A regular term of the Probate Court convened on Monday the 14th inst, at the Court House in this city—Hon. Elias Smith, presiding. Aurelius M. M. ner, Esq., was appointed special prosecuting Attorney. Patrick Lynch, Esq., was admitted to the bar and the following citizens were empaneled and sworn as the Grand Jury:

Levi Jackman, foreman, George A. Neal, Harlow Redfield, George B. Wallace, John B. Robbins, Samuel Johnson, Millen Atwood, Samuel A. Woolley, Joseph Busby, Almon O. Fullmer, Horace S. Eldredge, James Rawlins, Stephen H. Goddard, Henry Rudy, James Townsend.

The Grand Jury yesterday found a Bill against Jason Luce for murder. The trial commences this morning: W. A. Hickman, Esq., Counsel for the prisoner.

GREECE.

FIRST PROCLAMATION OF THE NEW KING.

HELLENES.—On ascending the throne to which I have been called by your suffrages, I feel the desire to say a few words to you. I bring to you neither experience nor wisdom—qualities which you cannot expect at my age; but I come to you with confidence and sincere devotion, and also with a firm belief in the prosperity of our future, to which I promise to devote my whole life.

I shall respect and conscientiously observe your laws, and especially the constitution, that keystone of the Greek edifice. I shall also endeavor to love and respect your customs and language, everything that is dear to you, as I love you already.

I shall collect around me the best and the wisest men among you, without any regard to past differences. Assisted by their intelligence I shall endeavor to foster the numerous and happy germs of the material resources of your noble country, which henceforth is mine.

My ambition is to make Greece the model State of the East.

The Almighty will give strength to my weakness and enlighten my efforts. He will aid me not to forget the obligations which I have contracted towards you.

Whereon I pray God to have you in his safe keeping.

ATHENS, Oct 30, 1863.

GEORGE.