# The New Orleans Crescent.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS.

SUNDAY MORNING, DECEMBER 13, 1868.


## FATHER CHANGE.

The lines with this heading I've taken from an old English paper, and there they appear as anonymous. I have never met with them elsewhere in my promiscuous range of reading, and I think them worthy of a place in your paper. They are quaint and not at all common place. If you see fit to give them a place they will find readers and admirers, I think.

ELIZABETH.

There passed down the Lane of Life—
Lane irregular and narrow—
An Ancient Fellow, eagle beaked,
Trundling such a barrow!
Heaped and heaped, and overheaped,
Never was a load so motley,
And thus he kept exclaiming still,
Pressed, however, hotly—
"Deaths and weddings; deaths and weddings;
Useless old things ta'en for new!
Something here for everybody!
Passing through!

"Be it time now! be in time!
Here you have all sorts of things!
Schoolbags, business; gains and losses;
Dolls and marriage rings;
Bridecakes, coffins, cradles, crutches;
Gaiety and sadness;
Health and riches; want and weakness,
Reason.—aye, and madness.
Rags and velvet, crusts and banquets;
Hobby horses not a few!
Now's your time for making bargains,
Passing through!"

Sometimes slowly, sometimes quickly,
Ever surely he progressed;
Never for a single moment
In a state of rest.
Glancing upward, glancing downward,
Backward, forward, round and round,
Now he howled, and now he chuckled,
Smiled by turns and frowned—
"Deaths and weddings; deaths and weddings;
Useless old things ta'en for new;
Something here for everybody!
Passing through!"

Out they came the silly people;
Out by windows and by doors;
O'er the roofs, up from the cellars,
Scores succeeding scores,
Open mouthed and open handed,
Eager all for something strange;
Pushing, sidling; bold and timid;
To OLD FATHER CHANGE:
"Deaths and weddings, shrouds and chaplets!
Lots of notions, false and true!
Fame!"—he bawled this to the garrets—
"Passing through."

Children bringing hoops and marbles,
Careless words and merry looks,
Help them up, receiving for them
Spitted brews and books;
Youths, to purchase learning's honors,
Brought a load of midnight hours,
Ruddy cheeks and social pleasures,
Open air and flowers—
Education; Application!
Thoughts above the common crew!
Hollow chests and heavy foreheads!
Passing through!

Maidens brought familiar features,
Old affections, tried and strong,
Lightest bosoms, gay companions,
Merry dance and song;
For a heart and hand untested,
For a very world of cares—
New relations, new pursuits, and
Most experienced airs!
Bridal dresses! splashed postilions!
Caps and keys—and curses, too!
Be like others, wives and mothers!
Passing through!

Gazing on the silver clouds,
Solemnly, at times there came
Light eyed, open-bosom'd youths,
Who sought a Poet's Name—
"Here are feasts of thought," they said,
Gathered by the lonely way,
Which the great of earth have trodden—
"We would be as they,"
Amber dreams and murky wakings!
Laurel only after yew!
Quickened sense for joy and sorrow!
Passing through!

Even so—Heaven bless their wisdom!
All, whate'er they were before,
Would be something else;—whatever
Had, would still have more;
Babes and dotards, clowns and monarchs—
Out they come for something strange,
Fearing, hoping, straight and groping,
To OLD FATHER CHANGE.
Deaths and weddings! deaths and weddings!
Useless old things ta'en for new!
Something here for everybody
Passing through!

WHERE TO GET GAS FIXTURES.—The place is at John G. Fleming's, 144 Poydras street, and these are the reasons why: Capt. Fleming has chandeliers, pipes, fixtures and ornaments for ball rooms, parlors, bed rooms, dining rooms, of all kinds and at every price. These articles are not only of his own make, but have been procured from the North and from England. His glass shades, his bronze groupings, his extension lamps, are of exquisite form and of perfect finish. They are of every style and the latest improvements. They combine comfort with cheapness. His extension chandeliers, from Monsoon, of New York, are remarkably beautiful, and deserve the visit and inspection of housewives and hotel keepers.

One magnificent chandelier, ordered by Mr. Vilavaso, of New Orleans, for the hall of his residence, is of itself worth a visit to 144 Poydras street. It is the most elegant piece of workmanship of its kind ever exhibited in this city.

All Capt. Fleming's goods, manufactured outside of his own establishment, are purchased from the best factories, such as those of Mitchell, Vance & Co., New York; Fobes & Page, and Philadelphia Gas Fixture Company, and Toy & Sons, of Birmingham, England.

Capt. Fleming has twenty-five skillful workmen constantly employed. The upper floors of his establishment are filled with furnaces, brass and iron pipes, glasses, door bells, and a thousand other articles essential to his business. He has 20,000 feet of pipe alone. His heavy metals of brass, lead and iron, must be measured by the ton. Few persons passing 144 Poydras street, would imagine that everything necessary for lighting a theater, a hotel, an audience hall, a private dwelling, or an old bachelor's room, is to be had at John G. Fleming's, on terms as reasonable as could be got in New York, or Birmingham, and of a quality fully equal in elegance and durability.

The most brilliant scenic and calcium light effects are produced in "Undine" at the Academy of Music, in the Yellow Leaf ballet, the great Cancan, the Fire Fly ballet and the Shadow Dance.

The steamship Cuba, Capt. Dukehart, sailed last evening for Baltimore via Havana, with a full freight and the following passengers:

For Baltimore—M. Reed and wife, Mr. L. Wilder, Mr. Jno. Lynch.

For Havana—Mr. Engel, Mrs. L. Simonne, Mr. N. Sterns, Mr. L. Daylis, Mr. H. W. Bailey, Mr. E. A. Swayne, Miss Julia Chapman, Mr. R. Mons, Antonio Perez.

The steamship Geo. Cromwell, Capt. Vaill, sails this morning at 8 o'clock for New York direct with a full freight, $90,938 49 in specie and a number of passengers.

The steamship Sherman, Capt. Henry, sailed last evening for New York direct with a full freight and the following named passengers:

Henery R. James and wife, J. S. Rogers, P. K. Peterson, S. R. McGregor, Capt. B. F. Berry.

The steamship Santiago de Cuba, Capt. Dearnot, sailed last evening for New York direct with a full freight and a number of passengers.

We refer our readers to the change of time of the great horse and mule sale at P. Liner's stable, from 11 o'clock to 10½ o'clock, commencing on Tuesday, December 15th. Montgomery Bros. & Co. are the auctioneers.

## NEW ORLEANS AND SHIP ISLAND SHIP CANAL.

BY DURANT DA PONTE.

[From the January Number of DeBow's Review.]

The great problem which now presents itself to the people of the South is industrial. The great problem which presents itself to the people of New Orleans is commercial. Neither for the South in general, nor for New Orleans in particular, do political questions possess that character of primary importance with which they have been popularly invested, in consequence of the delusion that the fundamental evils which afflict us are political evils, and that they are to be cured by the use of political remedies. In the case of New Orleans, this delusion is the more pernicious because New Orleans suffers far more than any other community in the country from causes which are only remotely connected with politics, and which can be removed without appealing to the aid of political parties, either at home or abroad. To state the case plainly: New Orleans has been overburdened by a load of monopolies which, whilst they have, of course, benefited the few individuals who have managed to obtain control of the avenues of trade, have operated disastrously on the general interests of the city. Thus, monopolies have controlled all the great lines of communication over which New Orleans ought to have extended her influence, and along which she could have attracted to herself the trade of immense sections of country, which either remain undeveloped for want of access to a market, or which send their products to more distant depots, simply because New Orleans has not had the sagacity or the ability to avail herself of the improved methods which the commercial necessities of the times demand. Take two cases by way of illustration—Mobile is about 160 miles from New Orleans, that is to say, about the distance of Albany from New York. There is water communication between Albany and New York, and there is water communication between Mobile and New Orleans. But there are two direct lines of railroad running parallel with the Hudson, and there is no direct railroad between the two great gulf ports. Every attempt to construct such a road, in spite of its manifest importance, has been frustrated by capitalists who have acquired a monopoly of the carrying trade between the two ports, and who are sure to reduce the trade to the lowest amount compatible with the highest attainable profit on the capital which they have invested. Toward the West the efforts of New Orleans to reach the great Texan empire, and draw to herself the immense trade which is sure to accrue from the products of those fertile regions, have been similarly nullified. Even the great river itself, that magnificent transit way which opens to us the heart of the continent, has been almost closed to us at its mouth by all sorts of monopolies—pilot monopolies, towboat monopolies, and others similar—and by an onerous and absurd system of charges, until New Orleans has become a monument of commercial isolation.

We have said that the remedy for these things lies not in a change of political systems, but in a change of commercial and industrial methods; and, when we say a change of industrial and commercial methods, we mean an abandonment of the old and unscientific system, and an adoption of a new system conforming to the established truths of political economy, and to the requirements of the times. We do not propose, in this article, to enter upon a detailed exposition of the manner in which New Orleans may avert the perils by which she is surrounded, otherwise than to say, in general terms, that she must prepare to contest the field with her rivals by using the same weapons which they have found effective; and by discarding ideas and methods which they have abandoned as detrimental and obstructive. What we particularly desire to show is that among the commercial wants of New Orleans, one of the most important is to open a new and expeditious and commodious route to the sea. To fight the monopolists in front, involves a long struggle. To try to raise the blockade at the mouth of the river seems almost a hopeless undertaking. Even the expenditure of large sums of money for the purpose of deepening the water on the bar, though it should be more successful in the future than in the past, would still leave us to overcome the hundred and twenty miles of tedious and tortuous river navigation, and to confront the pilot monopoly and the towboat monopoly, and the onerous port charges, and other devices by which commerce has been driven from our wharves. We might overcome all these difficulties in time, or those which result from human agency, at least, by boldly facing, and persistently combating them; but we can overcome them, or rather avoid them, far more speedily, and far more certainly by adopting what military men call the oblique order. We must substitute grand strategy for grand tactics. We must flank the blockade, instead of trying to raise it by a direct assault.

At the last session of the Legislature of Louisiana, a charter was granted for the construction of a canal to connect the Mississippi river with the deep waters of the gulf. This, expressed in these general terms, is not a new project. There can be no doubt that the site of the city of New Orleans was selected on account of its proximity to Lake Pontchartrain; the maximum distance between the lake and the river bank, say on the line of the Pontchartrain railroad, not being more than four and a half miles. The problem to be solved by the early settlers was, qualitatively, not different from the problem which again demands solution—to find, not only a practicable and easy route to the sea for the products of the interior, but a practicable and easy route from the sea to the port which was to be the depot of exchange for the great valley above. At that day steam was not even a conception as a motive power, and the vacillating winds could not be depended on to urge a vessel up the tortuous channel of the Mississippi, against a current which sometimes runs at the rate of four miles an hour. If it had been possible to build a city at the mouth of the river, this problem would never have been presented. But the Mississippi belongs to the class of delta forming rivers. Once, indeed, so the records of geology inform us, it was a quiet, pellucid stream, reflecting the blue sky in its clear depths, and acting towards its restraining banks with a becoming and respectful deference; it then entered the gulf at a point just below Baton Rouge, and the old coast line may now be traced along the northern shore of lakes Pontchartrain and Maurepas and Bayou Manchac, and in a great curve extending southwestward to a point near Brashear City. The calm waters of the river scarcely disturbed the sea with which they gently mingled, and thick groves of pine and oak swept along a clean white beach quite up to the river's mouth. But this was when the great basin north of the Ohio was a fresh water sea, which had its outlet in the gulf, and not in the Atlantic, as at present. When the fresh water sea shrank into the fresh water lakes which now constitute another system, the Mississippi changed its nature. It became the rapid, turbid, audacious and irrepressible stream which torments us with annual crises of inundation, and alternate fits of depression. Since that change took place, about three or four thousand years ago, as well as we can calculate, or contemporaneously with a similar conversion of the Nile into a delta-forming river, the whole district between the ancient coast line and the sea has been won from the salt water by the deposits of the fresh.

This is the true delta of the Mississippi. The manner of its formation can still be observed at the Passes where the struggle between the two elements of earth and water is going on under our very eyes. A traveler entering the mouth of the Mississippi and journeying upwards, sees around him for miles on miles of weary voyage the yellow waters of the river separated only by a thin line of land from the blue waves of the gulf. Although, geologically considered, this Neptunian process is a comparatively modern stage of evolution, with reference to that approximate equilibrium which marks the human period, it seems like the very beginning of things; the first emergence of rudimentary order from elemental chaos. Wherever the eye falls there is nothing but an expanse of muddy waters mingling on the horizon with the deep blue of the sea; lumps of mud peering above the surface, and reedy banks at first almost invisible and then growing into lines of potential river shore. But, although the creative forces of nature are evidently at work, all seems new and unformed, you are on debatable territory. It is not land for terrene purposes, it does not seem to be navigable water,

——rudis indigestaque moles
* * * instabilis tellus, innabilis unda.

Here, in long ages after us, a great city may be built upon the underlying stratum of sand-stone, formed from the debris of the spoils wrenched from the Rocky Mountains and the Alleghanies, and deposited in the warm waters of the Gulf of Mexico; and some successor of Hugh Miller may exhibit to the future post diluvians, the fossilized remains of the very alligator which is now lazily watching a passing steamer, or the garfish which is making his breakfast on some luckless gull. But the possibilities of a remote future do not concern us now. The New Orleans of that era may, perchance, be contemporary with Macaulay's New Zealander, but New Zealand will then have grown into a continent, and the Gulf of Mexico may be reduced to the dimensions of a narrow strait. For the present we must take things as we find them, after the example of the worthy founders of New Orleans, who saw that there was no place for a city either at the mouth of the river or for seventy miles above. They discovered, however, that by ascending about forty miles further they would approach the sea, or a body of still water communicating with the sea within five miles, and that thus they could get rid of the lower river altogether. For the shipping of that day, Lake Pontchartrain and Bayou St. John were deep enough; but it would be difficult, if not impossible, for such vessels to beat up against the current of the river. So here the problem, as it then presented itself, was solved. But the solution failed when the problem was presented in a new form, embracing new elements. The invention of steam made it possible to use the river through its whole extent, and the wants of modern commerce brought into existence a class of vessels which were compelled to reach the city by way of the river, because they could not navigate the shallow waters of Lake Pontchartrain. Finally, however, vessels grew too large even for the Mississippi—or, to speak more accurately—for the bar at the mouth of the river. Year after year great steamers and sail vessels have been stranded for days, and even weeks at a time, sunken on mud-reefs, and all efforts to remove or even materially mitigate the difficulty have signally failed. Besides its directly injurious effect on commerce, this vexatious obstacle brings with it a train of attendant evils by increasing the expense of pilotage, and the rate of insurance; and we, with an almost incomprehensible perversity, have added the burdens of monopoly, and of excessive charges, to those which nature had already made so onerous.

Now our true method of obviating these difficulties seems to be to take advantage of the remarkable peculiarities of position possessed by this city, by returning to the obvious plan which presented itself to the original founders. That is to say, we must make New Orleans change front, and establish her main harbor toward what is now the rear of the city. The consummation of the project involved in the charter above referred to will effect this object, because it will bring New Orleans within thirty miles of the deep waters of the gulf. Let us see the advantages which this would confer on the commerce of the port. And, first, we must premise that the proposed canal is to commence at a point *above* the city, between Jefferson City and Carrollton, thence it is to follow a line within the ridge, and running about two streets in the rear of Broad street, until it strikes the Rigolets near Lake Catharine. Thus it will be seen that a new harbor will be opened, superior as to the protection which it will offer for shipping, and as to the facilities which it will afford for warehouses, grain elevators and loading and discharging places, to that which is now furnished by the river. Indeed practically this will be another and a shorter river outlet, free from the inconveniences which attend the actual route to the sea, for a direct connection will be made with the river by means of a lock, which will afford ingress into the canal for sea-going vessels and for river craft of all kinds. By opening this route through-freight may be shipped from St. Louis and all the river ports to Havana, and other Gulf ports, and return freights may be secured, consisting of that large fruit trade that now goes to New York, simply because the commercial policy of New Orleans has driven it from the Mississippi. About $500,000 worth of fruits are imported annually into the United States from the Mediterranean, a mean distance of five thousand miles, or twenty days steam time; and yet, the West Indies, with a greater supply of better fruits, lie within a thousand miles of New Orleans, or from three to five days steam time. It is estimated that 5,000,000 tons of freight passed last year from the Atlantic ports to the West; the greater part of which, if we had rapid and easy communication with the interior and with the sea could be carried far more cheaply by way of New Orleans. The cross lines can compete with the great North and South line of the Mississippi, only when the Mississippi is partially blockaded by monopolies and onerous charges. Let these be removed, and combine the removal with the judicious use of artificial, but necessary methods, and the trade of the West will flow through New Orleans as naturally as water finds its level. The direction of trade is governed by forces, which follow the line of least resistance, and resistance is a final quantity compounded of time and cost. The line of least resistance is that on which the resultant, or product of these two factors is least, and when we have thoroughly comprehended this fact, we have mastered the explanation of the phonomenon, which seems to perplex so many people—the relative decrease of the commerce of New Orleans, compared with the commerce of other sea ports. It is difficult to arrive at an exact statement of the expenses in various ports; but we can reach an approximation which will suit our purposes. We will take, for the sake of comparison, the three ports of New York, Boston and New Orleans, estimating the charges on a ship of 1000 tons, drawing fifteen feet.

The New York charges are as follows:

| | |
|---|---|
| Tonnage | $300 00 |
| Entry fee | 5 50 |
| Harbor master | 15 00 |
| Health officer | 6 50 |
| U. S. Hospital (say 30 men for a month) | 6 00 |
| Pilotage inward | 85 00 |
| Pilotage outward | 35 00 |
| Wharfage | 20 00 |
| Towage | 150 00 |
| Total | $775 50 |

In Boston the charges are:

| | |
|---|---|
| Tonnage | $300 00 |
| Entry fee | 5 50 |
| Harbor master | 15 00 |
| Health officer | 3 00 |
| Hospital money | 6 00 |
| Pilotage | 90 00 |
| Towage | 90 00 |
| Total | $569 50 |

In Boston the cargo pays the wharfage. In both of the above several charges are excluded which might increase the amount about fifty dollars, and no account is taken of the expense of loading and discharging.

Now, take New Orleans. Here we only give the heavy charges, such as tonnage, bar pilotage, towage and wharfage:

| | |
|---|---|
| Tonnage—say | $300 |
| Bar pilotage in and out | 125 |
| River pilotage, up and down | 120 |
| Towage up | 1250 |
| Towage down | 500 |
| Wharfage | 250 |
| Total | $2285 |

Thus it will be seen that it costs a vessel three times as much to come to this port as to New York, and four times as much as to Boston. It will be observed, likewise, that the towage alone will more than twice pay the total expenses of a vessel in New York, and three times pay them in Boston. If we get rid of this immense tax we shall do a great deal towards constituting New Orleans the line of least resistance. The proposed canal would reduce the pilotage from $250 to about $50, and the towage from $1750 to $150—say a saving on these two items alone of $1800, and leaving the other charges to be represented by $500 at the maximum, in which would be included the tolls levied by the company. Passing from cost to time, we must compute the difference between the two routes for a vessel coming from the entrance of the gulf, say the straits of Florida, as a test. The distance to the bar is, say 600 miles, and to Ship Island, say 630. If it would take a sailing vessel 120 hours to make the bar, it would take the same vessel 125 hours to make Ship Island. But at the bar she would be detained, on an average twenty-four hours, and the trip to the city would consume twenty-four hours more. Thus, by the river route she would be 168 hours in reaching New Orleans. Now, supposing a detention of two hours at Ship Island, and allowing six hours to reach the city by way of the canal, it would take a vessel by this route 133 hours, or a saving of thirty-five hours over the other. The immense importance of this difference will be appreciated when it is considered that during these thirty-five hours, freight can be moved by railroad all the way from New Orleans to Cairo. It is plain that the effect of opening the canal route would be in the first place to attract to itself the trade which now enters the river, to the extent of the capacity of the canal, and next to attract a vast commerce which either goes elsewhere, or remains undeveloped. A depth of twelve feet, which would accommodate the whole of the existing gulf trade, would be sufficient for the wants of that immense traffic between the West and the West Indian Islands, which must spring up as soon as the actual obstacles are removed. This traffic ought to be worth at least $50,000,000 per annum in the way of imports and exports—imports of sugar, molasses, cigars, tobacco, fruits and exports of flour, corn and pork, lumber and staves, and naval stores, whereas the aggregate of dutiable merchandise imported into New Orleans, from all points, has never exceeded $20,000,000.

The question now arises: what would be the expense of the proposed canal? Before making an estimate in figures, we will state that it will be cheaper than any work of equal importance ever before undertaken. In order to prove this, and as a fitting conclusion to this article, we give the following as the report of a competent engineer—Gen. Jeff. Thompson:

NEW ORLEANS, LA., NOV. 28, 1868.

Col. Geo. F. Brett, President of the New Orleans and Ship Island Canal Company:

*Sir*—I have examined the proposed plan and location of the New Orleans and Ship Island Canal, and compared them with maps and data in my possession, and I can see no obstacle to the successful completion of the work, except the large capital required. The estimated distance from the Mississippi river to the Rigolets on the line proposed is twenty-eight miles, a portion of which is already occupied by bayous sufficiently large to use as the canal, but as the slight undulations of the surface of the ground are not accurately known, I have assumed in my calculation that the whole twenty-eight miles will have to be excavated. Your plan is to first complete the canal to a depth of twelve feet, and afterwards sink it to twenty feet in depth. To do this, I would recommend that a canal seventy-five feet, or one-half the width proposed, be first excavated, with "basins" every mile, of five hundred feet in length, of the width of one hundred and fifty feet. This would make 133,840 feet of a section of 1560 square feet, or 808,080 cubic yards, or a total for the opening of the canal of 4,193,220 cubic yards from the Mississippi to the Rigolets, and when the same shall be opened to the full section of 150 feet on surface, and twelve feet deep. The excavation will amount to about 8,000,000 cubic yards.

When this distance shall have been completed to the full section of 150 feet at surface 100 feet on bottom, and twenty feet deep, the total excavation will be about 13,000,000 cubic yards, and estimating the value of this work as done partly by manual labor and partly by machinery, it will average 33⅓ cents per yard or $4,333,333.

This would bring you to the Rigolets, but beyond there, you will find shoal water, as there is two miles of only ten feet of water at low tide; so to use your twelve foot canal, it would be necessary to dredge this distance, or delay ships or vessels for high tide. This work can not be properly estimated, for it will cost so much less than similar work in other localities that it is not proper to calculate from usual data. The peculiar conformation of the coasts in this locality, with the large reservoir of Lake Pontchartrain, keeps a constant rushing of the tides through a narrow channel, called the Rigolets, which extends to the deep water near Ship Island, so that in lieu of the extensive plan of dredging and transporting the material to some other locality, you will simply cut up and distribute the clay at the bottom, and the current will carry it way and distribute it on either side, or in deep water, and as there is no constant deposit of sediment here, like there is at the mouth of the Mississippi river, the channel with light occasional work, will remain open when once cut. I will, however, estimate this work as being 3000 feet wide, 2½ feet deep and two miles long, which will be about 300,000 cubic yards, at a cost of $150,000.

When it shall become necessary to sink this to a twenty foot channel there will probably be nearly ten miles of such work to be done of a section equal to the twelve foot canal, or about 3,000,000 cubic yards, all of which will be done by cutting, boring, scraping, etc., as is done at the mouth of the Mississippi.

The canals and ditches, and bayous that permeate this whole State, prove conclusively that this work is only one of time and money, for its practicability, when these are furnished, is beyond a doubt, and if your genius can furnish these, there are plenty of engineers who will furnish the talent to accomplish the work. I am yours, most respectfully,

M. JEFF THOMPSON,
Civil Engineer.

For the Sunday Crescent.]

## AN EVENING AT HOPEWOOD.

*My Dear Colonel*—I have been visiting. I have something to say:

Wives, learn this truth, who is worth winning is worth keeping. Put forth one-half the effort in trying to attract and entertain your husbands, that you did before they became such, and you will get what is rare, yet just what people marry for, companionship and its happiness. Do you suppose that your husbands are any the less men because husbands? That the tastes, pleasures and inclinations which characterized them as men altogether ended when they became husbands? Don't you believe it. Then what are you to do when the youth and beauty are gone which made them first seek your society and find happiness in your companionship, for depend upon it the day will come when they will no longer write sonnets to your eye brows, nor have their hearts leap in ecstatic measure at the sight of your old shoes. Sighing lovers full of ardent expectations, honeymoon husbands and their brides of "seventeen summers" may be indisposed to believe this, but an observing bachelor of forty-five winters tells you that marriage instead of making you wives and companions of men only sink you into respectable housekeepers with privileges. You are not associates, you are not partners, you are not companions most familiar, most confiding, attractive and entertaining. You are a comfort; you are a neat, nice nurse when needed; you are a kind, patient, meek, and, withal, a very genteel—waiter; and your services rendered, retire out of the conscious presence of one whose mind, cultivated or illiterate, is running upon subjects that give him living, fresh and entertaining thoughts. Go, I I might as well tell you, for you will do it anyhow, and attend to the children when he comes home, and the only time he can be with you, and you might (if otherwise fitted) be a companion to him; or sit silent at your sewing, or talk all the small talk or nonsense, or fill his ears full of foolish complaints. Especially let his evenings find you indisposed to recreation, to indulgence in such pleasures as *his* tastes and inclinations dictate (tastes which a nice discrimination should observe, affection seek to gratify, and sound judgment essay to control or direct to such objects as will permit you to share with him) and let him *seek* his enjoyments and recreations instead of your providing them; let him find you ever occupied in what does not interest him, does not give animated thought to him, and let his own thoughts be buried within himself in anticipation of a dead echo from you, and don't complain if, as a wife, you are a *woman* only and not a companion.

Now, no sneering at talk that comes from one who confesses to a bachelorhood of forty-five winters, for, alas! may be I am a bachelor on principle; there be such. Sneer as you may, and who sing like me, Alas, alas, and woe is me, "vale, vale," wow! wow! Oh, but the memory of her is precious. *She* would have made ——but ——. And why would she? Because she was a woman of mental resources.

Then what is to be done for the girls, that when youth and beauty are gone they may still make home a bright and attractive place? Educate, educate, educate them. No question of it, a more enlightened civilization will make the early education of all the faculties of the woman, the development of all her powers, a matter of greater moment, if happiness is the object sought, than the education of the man, who will get information, if he has to knock it out with his knuckles. And information does not bring happiness; enlightened understanding, cultivated intelligence does. Give this to her and her mission can be accomplished, for

"O woman! lovely woman! *nature made you*
*To temper man*: we had been brutes without you!

Now, all these thoughts come on reflecting upon the incidents of last evening at Hopewood, an evening most delightfully spent (while on a visit to Chatawa, Miss.,) as the guest of the girls of this school, whose merits should be brought more conspicuously before the people of New Orleans to whom is presented an opportunity of sending their daughters away from the distractions and dissipations of city life, the close rooms, small play-grounds and trying climate, to a place easy of access to New Orleans, healthful as if its springs were De Leon's, picturesque as rugged nature can make it, with rippling brooks, rapids of a river, rocks, steeps, Druidical oaks, stately magnolia, waving beech and lofty pine; and these are the surroundings of Hopewood, whose buildings elegantly finished, are provided with all the modern appliances for successfully conducting a school for girls, and over this school presides Mrs. Howard; and the mention of this brings me back to last evening's pleasures, varied in music, dancing, sports, and intellectual exercises; a feature of the soirées given here consisting of recitations, tableaux, histrionics and select readings, and in which the *married ladies* also take part. It will be a long time before we forget Mrs. Howard's rendering of the "Prisoner of Chillon."

Success to every school like Hopewood, seeking to elevate woman to her true dignity. Let them be encouraged, let them be supported and we may expect among women less unhappiness when youth and beauty are gone, for then they will have resources ever within themselves for pleasure, and beyond question *then* be of infinite comfort to those around them. Then we shall sing of woman,

"O fairest of creation, last and best
Of all God's works, creature in whom excell'd,
Whatever can to sight or thought be form'd,
Holy, divine, good, amiable or sweet."

BOYS' CLOTHING EMPORIUM.—Parents, you want your boys nicely clad during the holidays, and in commemoration of the day you want to gladden the young hearts so dear to you. For your information, Mr. B. T. Walshe, 110 Canal street, is in receipt, for this occasion, of one of the most beautiful assortments of youths', boys' and children's dress and cassimere suits, underclothing, etc., that has ever been brought to this city. The attendance of his establishment is of the most pleasing character, while his prices are the most reasonable. See his advertisement, and call on him in time to make your selection.

JOHN'S RESTAURANT.—Our readers are not unfamiliar with the reputation of this far-famed establishment, which is now located at No. 16 Bourbon street, where, as usual, the very best of fare can be obtained and served up in a manner that would have driven Vitellus to despair.

The great original Parisian ballet troupe from Niblo's Theater, New York, are in the spectacular extravaganza, "Undine," at the Academy of Music.

Among the many enterprising characters whose activity and zeal have been instrumental in building up the extensive commerce which is now directing itself around the Magazine Market, we know of none who have evinced more perseverance and energy than that popular and well known merchant Samuel G. Kreeger, No. 607 Magazine street, who is not only known among the ladies as the distinguished glove king, but also as the indefatigable dealer whose prices have always been characterized by extreme moderation; and whatever he professes the public may rest fully assured of his performing. In this morning's edition Mr. Kreeger alludes to his new goods just received, and as his acknowledged taste has become proverbial with the ladies of the Fourth District, we have no doubt that his attentive and gentlemanly salesmen will have ample opportunities for displaying their tact. His advertisement speaks for itself, and we refer our readers to its list of marvelously low prices.

We refer our readers to the change of time of the great horse and mule sale at P. Liner's stable, from 11 o'clock to 10½ o'clock, commencing on Tuesday, December 15th. Montgomery Bros. & Co. are the auctioneers.

## OFFICIAL.

MAYORALTY OF NEW ORLEANS,
City Hall, Nov. 25, 1868.
[No. 1139—N. S.]

*Resolved*, That the controller be and he is hereby authorized, after five days' notice in the official journal, to adjudicate a contract to the lowest bidder or bidders for shelling and grading Constance street from Josephine to St. Andrew street, the work to be done in strict accordance with specifications on file in the office of the city surveyor.

(Signed) ALFRED KEARNY,
President Board Assistant Aldermen.
(Signed) THOMAS MARKEY,
President Board Aldermen.
Approved Nov. 25, 1868.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE,
City Hall, New Orleans, Dec. 10, 1868.

Notice is hereby given that the controller will, at his office, on Tuesday, December 15, 1868, at noon, adjudicate to the lowest bidder or bidders, the above contract, according to plans and specifications on file in the office of the city surveyor.

PAS. LABARRE, Deputy Controller.

MAYORALTY OF NEW ORLEANS,
City Hall, Dec. 3, 1868.
[No. 1149—N. S.]

*Resolved*, That the controller be and he is hereby authorized, after five days' notice in the official journal, to adjudicate a contract to the lowest bidder or bidders for shelling and grading Liberty street, from Thalia street to Felicity Road, the work to be done in strict accordance with specifications on file in the office of the city surveyor.

(Signed) ALFRED KEARNY,
President Board Assistant Aldermen.
(Signed) THOMAS MARKEY,
President Board Aldermen.
Approved Dec. 3, 1868.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL,
New Orleans, Dec. 10, 1868.

Notice is hereby given that the controller will, at his office, on Tuesday, December 15, 1868, at noon, adjudicate to the lowest bidder or bidders, the above contract, according to plans and specifications on file in the office of the city surveyor.

PAS. LABARRE, Deputy Controller.

MAYORALTY OF NEW ORLEANS,
City Hall, Dec. 2, 1868.
[No. 1150—N. S.]

*Resolved*, That the adjudication by the controller, Nov. 12th, agreeably to ordinance No. 1103, N. S., for grading and shelling Felicity Road from Baronne to Howard streets, to Henry McGuinn as principal, and John McVittie security, at two dollars and seventy-five ($2 75) cents per running foot, be and the same is hereby rejected; and the controller authorized to re-adjudicate to the lowest bidder or bidders, after five days notice in the official journal, said contract; the work to be done in accordance with specifications on file in the office of the city surveyor.

(Signed) ALFRED KEARNY,
President Board Assistant Aldermen.
(Signed) THOMAS MARKEY,
President Board Aldermen.
Approved Dec. 3, 1868.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL,
New Orleans, December 10, 1868.

Notice is hereby given that the controller will, at his office, on Tuesday, December 15, 1868, at noon, adjudicate to the lowest bidder or bidders, the above contract, according to plans and specifications on file in the office of the city surveyor.

PAS. LABARRE, Deputy Controllor.

MAYORALTY OF NEW ORLEANS,
City Hall, Nov. 19, 1868.
[No. 1131—N. S.]

*Resolved*, That the controller be and he is hereby authorized to adjudicate to the lowest bidder, after five days notice in the official journal, the contract for grading and shelling Craps street, from Elysian Fields to Enghien street, say a distance of five squares, the work to be done in strict accordance with plans and specifications of the city surveyor.

(Signed) THOMAS MARKEY,
President Board Aldermen.
(Signed) JOHN BREEN,
President pro. tem. Board Assistant Aldermen.
Approved Nov. 19, 1868.
(Signed) JOHN R. CONWAY, Mayor.
A true copy:
JOHN W. OVERALL, Secretary.

CONTROLLER'S OFFICE, CITY HALL,
New Orleans, Dec. 8, 1868.

Notice is hereby given that the controller will, at his office, on Saturday, December 12, 1868, at noon, adjudicate to the lowest bidder or bidders the above contract, as per specifications on file in his office.

PAS. LABARRE, Deputy Controller.

CONTROLLER'S OFFICE, CITY HALL,
New Orleans, Dec. 5, 1868.

Notice is hereby given that the controller will, at his office, on Saturday, Dec. 12, 1868, at 11 o'clock, A. M., adjudicate to the highest bidder or bidders, the contracts for collecting the revenues of the markets separately, for the year 1869, according to existing ordinances

PAS. LABARRE, Deputy Controller.


## EDUCATIONAL.

ST. CHARLES INSTITUTE—BOARDING and Day School for Young Ladies—Conducted by M'me C. MAUK LEFRANC, 104 and 106 Bourbon street. The Course of Studies of this Institute are in full operation since the 1st of September. To the able corps of Music Teachers attached to the Institute the Directress has added Mr Eugene Prevost, to whom Solfeggio, Harmony and Singing are confided. This eminent Professor will resume his lessons on the 1st of October. Young ladies, not pupils of the Institute, may be admitted to these lessons. For terms or circulars apply at the Institute, or through post office box of the Renaissance, letter H.

MRS. G. H. CALDWELL,
TEACHER OF ALL BRANCHES
—of—
A Thorough English Education, Modern Languages and Music,
DRAWING, Vocal and Instrumental
LANDSCAPE AND PORTRAITURE
Strangers' Hotel,
No. 129 Chartres Street, New Orleans.

REFERENCES.
Rev. Dr. Leacock, New Orleans, La.; Prof. S. H. Dixon, Charleston, S. C.; Hon. Trasimond Landry, Louisiana; Hon Judge Simon, New Orleans; Prof. T. L. Caldwell, Transylvania University.

LOUISIANA STATE SEMINARY,
NEAR ALEXANDRIA, LOUISIANA,
Founded and Supported by the State of Louisiana.

The next Session begins September 7th, 1868, and closes June 30th, 1869.
FACULTY—Consists of a full corps of 8 instructors in all branches of Literature and Science usually taught in the best Colleges and Universities.
COURSE OF STUDY—Embraces a Preparatory and an Academic Department, including a Literary, Scientific and Optional Course, a Special School of Civil Engineering and a Commercial School.
TERMS—For all expenses, except clothing, $410; $204 payable in advance, balance in equal payments January 1st and April 1st.
Cadets received at any time during the session, and charged from date of entrance.
Address D. F. BOYD, Superintendent.

## GREY JACKET BITTERS.

TO THE REAL SOUTHERN PEOPLE.

New Orleans, December 1, 1868.

In the year 1865 the undersigned, perceiving that their friends in the South were being imposed upon by thousands of vile compounds under the names of Whiskies, Brandies, Gins, Schnapps, Bitters, etc., etc., determined to begin the manufacture of a pure medicinal spirit out of home-raised Southern herbs, to supply the want of the public in this line, which had created the demand. We called our spirit

GREY JACKET BITTERS,

And so popular did they soon become that they are at this early date (a little over three years from their first manufacture) used all over the South.

THE MATERIALS WE USE NOW ARE THE SAME AS WERE EMPLOYED BY US AT FIRST.

AND WE HAVE SO FAR HEARD NO COMPLAINTS OF GREY JACKET BITTERS BEING COUNTERFEITED, while the papers are filled with warnings from Yankee manufacturers of pretended or real counterfeits of their medicated spirits.

THAT THESE SPIRITS WERE BAD WAS UNDENIABLE.

But with whom the responsibility properly rested the Southern people could not reasonably know, nor do we suppose they cared.

They only ceased to purchase them and bought the GREY JACKET BITTERS in their place.

OUR OBJECT NOW IS TO PROCLAIM THAT THE

Great Southern Medicinal Spirits,

—Known as the—

GREY JACKET BITTERS,

Have Never Been Counterfeited,

AND CAN ALWAYS BE RELIED UPON, AND THAT AS FAR AS IS IN OUR POWER, SHALL ALWAYS BE KEPT PURE.

WE NEVER HAVE, NOR NEVER SHALL, MAKE TWO KINDS OF SPIRITS.

We are Southern Manufacturers,

BARNETT & LION,

SOLE MANUFACTURERS OF GREY JACKET BITTERS,

No. 13 New Levee Street
And 11 Fulton Street,
NEW ORLEANS, LA.

## HOTELS AND RESTAURANTS

ICEBERG.....ICEBERG
COFFEEHOUSE,
570.....Magazine Street.....570
OPPOSITE THE MARKET,