

The New Orleans Crescent.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS.

SUNDAY MORNING, APRIL 15, 1899.

Give Me the Old.

"Old wine to drink, old wood to burn, old books to read, old friends to converse with."

Old wine to drink! Aye, give the slippery juice that drippeth from the grape thrown loose...

Old books to read! Aye, bring those notes of wit, the brain-clasped, the volum-writ, the time-honored tomes!

Old friends to talk! Aye, bring those chosen few, the wise, the courtly and the true, who rarely frown!

INCOMES FOR 1898.

The following is a list of the hundred highest incomes returned for the year 1898 to the assessor of this first district of Louisiana, including this city and a few adjoining parishes:

Table with columns: NAME, PLACE, AMOUNT. Lists names like Agar, William, Adams, John, etc., with their respective places and income amounts.

Southern Patents—Colonel Rufus R. Rhodes, solicitor of patents, No. 23 Commercial Place, officially reports to the Cassinette the following complete list of patents granted Southern inventors for the week ending April 13, 1899:

A WORD OR TWO ON THE FASHIONS.

The great secret of a lady's dressing well lies in her knowledge of her age, means, and her points of good and bad feature and figure.

But above all things, be fastidiously neat and cleanly in your apparel; let everything about you, whether intended to be seen or unseen, be fresh and delicate, and as fine in material as your purse will allow.

The most marked change we see is in the pan-fry; instead of the round full puff, we see it now open at the back with two pointed ends or wings, the flat sash with its endless bows filling the open space; the fronts of the panier turn back or are reversed.

A very fine white India mill, made up for a bride, attracted our attention. It was made apron front, the back and sides not gored but quite flat, gathered in the belt; the apron was covered with graduated flounces to the knee; the lower one, just above the hem, was about a finger and a half deep, and they gradually narrowed, until the upper flounce was not more than an inch and a half deep—a double ruffle formed by a cord running through the middle of it, and trimmed on each edge with Valenciennes edging, set on the skirt, running down the sides of the apron and round the skirt just above the hem, which was two fingers deep; the skirt was perfectly plain otherwise—corsege, surplice formed of Valenciennes inserted and slightly full puffs of the mill, sleeves, puffs Valenciennes lace as frills at the wrist—a charming dress.

In making your dresses, exercise some judgment and taste for yourself; because fashion says a thing is to be worn, do not adopt it, unless it is suitable to your face or figure. The blonde, the brunette, the stout, the slender, cannot adopt one great general rule and go by it. Consult your mirror and see if the long cascade, or the puffed panier, would look best, or if a perfectly plain suit, and adopt which is the most becoming; and an elderly lady should certainly wear the plain suit. There is something so undignified in an old lady wearing these short walking suits; they do not look suitable on them even if they are convenient.

In bonnets there is but little new. We saw one style that struck us as somewhat inflicting on the tiny excursions for bonnets now worn; it was nearly as large again as those worn lately, and had a dismodestly large brim and the space filled with flowers and lace. It was pretty and it was very becoming to the faces of several we saw try it on. The fashion, with a coronet of leaves, flowers, and the dismodest, seem most in favor. It is simply a matter of taste in the trimming of these shapes; an abundance of flowers being the one article of faith needed. The veil, if of net, is attached to the back of the bonnet and thrown forward; if of thicker material to be worn as protection from sun and dust, not as beautifier; it is worn with a strong string knit through the hem and tied on. Those slightly knote worn at the corners of the thick veils for some time past, are not seen now.

The hat has not changed enough in shape to require notice. They are trimmed with lace or flowers, or straw frills, just as one may fancy; long sprays of hyacinths, asters and lilies, lilies or roses being the favorite.

Now that the season for outdoor sports and exercises has arrived, a word or two on riding habits would perhaps not be amiss. There is no more pleasant way of taking the fresh air and a healthful exercise at one and the same time, than a gallop on a fine horse. Driving is all very well in its way, but the ride is far preferable, and that you may enjoy it in comfort, a little attention to your dress is necessary. When the weather is not too warm, a light quality of ladies' cloth makes the best habit; but in our climate a good quality of alpaca is, as a rule, quite heavy enough, and it does not hold the dust as other woollen goods are apt to do; in black, dark green and dark blue trimmed with black, and black silk buttons, it makes up very handsomely.

But we think that pique in deep buff, would make a pretty summer habit, and it has the advantage of being fresh whenever it comes in from the laundress. Gray linen also makes up well, being cool and pleasant, and not showing the dust at all. It is excellent for the country.

And now for a few words of counsel in making the habit. In the first place, cut your skirt a reasonable length, not over a foot and a half longer than a dress that just touches the ground. A trailing skirt, though it may look more graceful and picturesque, has not sufficient grace in it to compensate for the danger. Some of the most frightful accidents we have known, have occurred through the habit being so long as to entangle the feet of the horse, or, from the rider being caught in it when thrown, and dragged on the ground.

A high, tight-fitting corsege is the most elegant mode, though if you prefer it, a cadet waist, with a chemise of white linen—never of that of flannel—looks pretty; but the corsege high and plainly buttoned to the throat, or with fringes, in some other color, is the prettiest, and we incline to the perfectly plain. Make the skirt slightly gored in front, full behind, and a little fuller on the left side than on the right. Sleeves, coat, buttons of white pearl or smoked pearl about the size of an English shilling; if the goods used are pique or gray linen; silk, if of woollen material. Your gloves, gauntlets of leather fitting well to the hand, but easy; high Polish boots, with low broad heels, not tight, or the foot will cramp. Your hat can be a half-high silk hat, with broad crown and wide brim, or if you prefer, a light straw with a feather. Braid your hair, if you have any, and let it down over your shoulders; it will not tangle thus as it would if loose and flowing, and it will not be falling round your neck, dropping comb and hair pins. We don't think the present style of hair-dressing adapted to riding on horseback, especially in a gallop. Unless you are very much afraid of spilling your complexion, a veil is in your way; if you wear one, put it on with a strong ribbon and tie it firmly. If you are in the country, and are going on an excursion for the day, where you will walk and stop to dine, either have your skirt made with ties to loop up, or else have your habit of a good walking length, and have an over-skirt of the same material to wear over it and drop when you dismount, as there is nothing more disagreeable than a long, trailing skirt under your feet and in the way of every one who approaches you. We have seen the habit made skirt and sacque and worn over a white dress, and thrown

HEAD-EXPERIENCE IN WASHING.

PATENT OFFICE, April 15, 1899. O. Colman—still continues to be exhibited at the above place as a working model of the only man who has been in Washington with the last six months who didn't want an office.

Next after Scotch whisky comes Bourbon. This is a French whisky, though it is now manufactured in Kentucky. It was the recognized brand in France. History makes prominent mention of a constable of Bourbon who was in rank and power only second to the throne. Later we find record of one Louis Bourbon, who was a higher than the constable, and was being overthrown by his subjects about A. D. 1789. It is supposed that the constable, or constable, was originally either the king's cup-bearer or else that he was a eunuch, and the chronicles record that once upon a time his having been engaged, but it is believed in his engagements it was clear rather than whisky that flowed. However, traces of the custom may be observed even at this day in remote districts, where Bourbon is especially when it gets Louis (or loose), still has a good deal to do with the constable.

Finally, there are a multitude of minor brands, such as Old Robertson County, or old any other name. Only be sure to put the old in Young Robertson County, for instance, would not go down at all. Then there are Double Refined, Riffed, Copper Distilled, Kill Gizzard, Fine-top, Bastard, Tangle-foot, and many others, but whose names need not be so delicately euphonious, and so suitable for falling upon the public ear.

"Like petals from blown roses on the grass," I here omit. If a dollar is inlaid with each inquiry, further inquiries will be received—within pleasure.

When they could stand up to Louisiana run in was times. It could carry farther, but harder, make drunk come quicker, give you a worse headache and more sore with a less capacity for work, than any other brand, that ever had an acid cocktail, that any brand that ever had a wine cognac was first manufactured out of high-wines and Prussic acid.

And now a little advice as to the use of whisky. When you are invited to "have something" at a house, and you are taking part in it, you are doing a neighborly thing, and you are doing it right. When you are invited to "have something" at a house, and you are taking part in it, you are doing a neighborly thing, and you are doing it right.

MR. PENNIFATHER TAKES A DRINK.—UNDER DISCUSSION.

I know it's next door to making a rate of myself. I am aware that no respectable drinker will venerate my judgment for I say it. I know that I am wrong, and that oughtn't to be said. But it's truth; and truth is magna and all-provable, so let truth be told. I am not fond of whisky.

Who the devil cares whether he's had it or not? I think I hear a voice above. Don't you, sensible reader? Don't you, honey-tempered gentleman? Don't you, mirror of politeness? Then a word in your ear.

If you don't care, save yourself trouble of reading any further—and then, d'ye see, you won't know. Only don't fare up; it's not well bred. But it's a bad plan, I've found, to get before you get started: so old, old, old—set upon lady Pegasus; you broken winded pet of the felines in a beer-wagon! Get along, sir!

I don't like whisky. Whether it be that I have an innate repugnance, or whether it be that I have no peculiar predilection, I haven't quite determined; but I know that the smell is unpleasant and the taste—the taste is simply detestable. I sometimes get some of it in my mouth, and whenever do, you had better believe it don't stay there long. No, sir, thrashingly with which that whisky disappears down that throat must be felt to be credited. (Tim the barkeeper, declined to credit it no longer than yesterday.)

My friend Schweinmann Von Raker, the celebrated etymologist, says that "whisky" is Gaelic. Now we all know that Gaelic is merely etymological for Scotch, and V. Rute is those three words has eased my mind of a burden. I hate to do so, but I prefer not to do so. But, above all, I hate to do so. But, above all, I hate to do so.

Looking for approval to that more estimable portion of creation called the fair sex, I say adieu. I know they don't drink for my duck told me so—the one I liked punch for, you recollect—and, no drinking, that's the way, however. I bought some whisky of a Scotchman. He said he knew the place it came from; in fact he had come from there himself; so there couldn't be any doubt about that whisky's being Scotch. (But—however—there's one other hand.)

My dear friend, I know it wasn't Scotch whisky at all, but on the contrary was corn, for I saw the man I bought it of, and I think—yes, I think—I can tell a man when he's drunk for several weeks. I am an elephant in a drink, but I know because I think it's hurt. My first feelings were in all sorts of a fix, and I suffered griping pains of a severe nature in the noblest emotions of my soul. Then comes V. Rute with his etymological sedative and I am clear up immediately. My Scotchman thinks it's a high, tight-fitting corsege is the most elegant mode, though if you prefer it, a cadet waist, with a chemise of white linen—never of that of flannel—looks pretty; but the corsege high and plainly buttoned to the throat, or with fringes, in some other color, is the prettiest, and we incline to the perfectly plain. Make the skirt slightly gored in front, full behind, and a little fuller on the left side than on the right. Sleeves, coat, buttons of white pearl or smoked pearl about the size of an English shilling; if the goods used are pique or gray linen; silk, if of woollen material. Your gloves, gauntlets of leather fitting well to the hand, but easy; high Polish boots, with low broad heels, not tight, or the foot will cramp. Your hat can be a half-high silk hat, with broad crown and wide brim, or if you prefer, a light straw with a feather. Braid your hair, if you have any, and let it down over your shoulders; it will not tangle thus as it would if loose and flowing, and it will not be falling round your neck, dropping comb and hair pins. We don't think the present style of hair-dressing adapted to riding on horseback, especially in a gallop. Unless you are very much afraid of spilling your complexion, a veil is in your way; if you wear one, put it on with a strong ribbon and tie it firmly. If you are in the country, and are going on an excursion for the day, where you will walk and stop to dine, either have your skirt made with ties to loop up, or else have your habit of a good walking length, and have an over-skirt of the same material to wear over it and drop when you dismount, as there is nothing more disagreeable than a long, trailing skirt under your feet and in the way of every one who approaches you. We have seen the habit made skirt and sacque and worn over a white dress, and thrown

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REPORT.

The President of the New Orleans, Jackson and Great Northern Railroad Company.

OFFICE OF THE N. O., J. AND G. N. R. CO., New Orleans, March 27, 1899.

To the Stockholders of the New Orleans, Jackson and Great Northern Railroad Company: Gentlemen—I have the honor to submit, for your information and consideration, the present annual report of the condition of the road and management of the affairs of the company to the 28th February last, the termination of its fiscal year.

In compliance with the requirements of the law I made to the governor and Legislature of Louisiana, on the 30th of December last, a report of the receipts, expenditures and general condition of the company to the 30th November, 1898, from which I shall extract in all matters not materially changed since that period.

The road-bed and rolling stock of the company have been much improved since the last annual report, and will bear a favorable comparison with those of any road in the South. No accidents of any serious nature have occurred during the last year, and the prospects of the company will become brighter as the country recovers from the prostration of business resulting from the late war.

Two passenger and two freight trains leave and arrive at New Orleans daily. A sleeping car runs through, to and from Louisville, every day. Similar arrangements will soon be made to Columbus, Ky., and to Chattanooga, and one or more passenger cars will be added thereto whenever the travel on those routes will require it. Moreover, a patented seat, (Blood's), with a movable back, being introduced in the passenger cars of this company, which will greatly relieve the fatigue of travelers during a long journey, and will enable them to rest almost as comfortably as in a sleeping car.

The entire motive power and rolling stock of the company consisted, on the 28th February last, of 31 locomotives, 481 cars of all kinds, and 30 pairs of lumber trucks—amply sufficient for the immediate wants of the company. The repairs of the road and renewal of the rolling stock have been paid for from the proceeds of the road.

The crib-work across the swamps and prairies, from Pass Manchac to near Pontchartrain, are a constant source of expense in repairs. It has been thought advisable to fill up with earth said crib-work, and to raise the track above overflow from the river or the lake. A proper steam excavator has been purchased lately, with which the work can be done at a moderate cost.

After much trouble and annoyance, a daily through freight line to and from Louisville has been established, under the supervision of a general manager of undoubted experience, activity, intelligence and honesty. The most satisfactory orders are expected from this arrangement, and, if successful, as it is hoped, the same system will be applied to the other routes, Northern and Eastern, on which through freights are only occasionally received.

By the Louisville route freights will be delivered here from Boston, New York, etc., in from nine to ten days, and at an average price for light and valuable goods cheaper than per steamer.

During the past year, to February 28th, 1899, the freight and passenger earnings have been \$1,144,213.57, averaging \$95,351.13 per month, notwithstanding the unusually wet weather of the last winter, which has materially affected the receipts of the road.

The lowest earnings for any one month (June) was \$57,809.25, and the highest was (for December) \$146,108.85. The total earnings for the twelve months have amounted to \$725,245.71.

The cost of operating the road, 55.6-10 per cent. of the gross earnings, will compare favorably with that of any road of the same length (296 miles), and which is usually over 60 per cent. The percentage on this road would have been materially decreased, had our anticipations of business been realized.

We have funded in this city and New York, to 28th February, 1899, 15,275 coupons of our first mortgage bonds, which matured during the war, (or \$731,000 worth), and the trustees in London have funded to the extent of 6700 coupons, (or \$265,000 worth), being all the sterling coupons to be funded. There remains to be funded in the United States of the entire amount \$117,250.

The total indebtedness of the company, (floating and bonded), including all estimated interests on personal accounts and bills payable, cannot now exceed \$4,750,000, which can be readily managed with the receipts of the road, estimated at \$1,600,000 per annum.

The following statements accompany and form part of this report: "A"—Report of Civil Engineer. "B"—Report of Master in Chancery. "C"—Statement of the receipts and expenditures of the company from its organization to February 28th, 1899. "D"—Statement of the receipts and expenditures of the company from March 1st, 1898, to February 28th, 1899. "E"—Statement of bills payable and loans outstanding February 28th, 1899. "F and G"—Statement of the disposition of 3000 first mortgage bonds of the company, redeemable July 1st, 1898; also, of 3000 second series mortgage bonds of the company, redeemable October 1st, 1890.

"H"—Statement of the floating and bonded debt of the company on 28th February, 1899. "I"—Report of the general superintendent for the year ending 28th February, 1899, embracing the following statements: 1. Statement of inward and outward freights for the year ending 28th February, 1899. 2. Comparative statement of cotton received from March, 1867-78 to March, 1899. 3. Statement of passenger earnings for the year ending 28th February, 1899. 4. Comparative earnings from 1st March, 1898, to February 28, 1899. 5. Annual report of the stockholder for the year ending 28th February, 1899. 6. General balance sheet of the transportation department for the year ending 28th February, 1899. 7. Tabular statement of the number and condition of different engines during the year ending 28th February, 1899. Statement "C" shows that the receipts from all sources from the organization of the company to the 28th February, 1899, amounted to \$20,616,249.70. While the expenditures for the same period amounted to \$20,615,553.47. Leaving a balance on hand February 28, 1899, of \$696,696.23. Statement "D" shows that the total receipts from March 1, 1898, to Feb. 28, 1899, amount to \$1,144,213.57, as follows: Balance on hand March 1, 1898, \$2,207.24. Freight earnings, \$1,141,935.79. Second series mortgage bonds and various other sources, \$20,811.10. \$1,144,954.13. While the expenditures amounted to \$1,435,113.07, as follows: Salary, \$750,000.00. Fuel, \$150,000.00. Maintenance of way, \$150,000.00. Consuming transportation, \$250,000.00. Motive power, \$100,000.00. Miscellaneous, \$50,000.00. Contingencies, \$25,000.00. \$1,435,113.07. Leaving a balance on hand Feb. 28, 1899, of \$696,696.23.

Statement "E" shows that the bills payable and loans outstanding Feb. 28, 1899, amounted to \$209,959.21, as follows:

Table with columns: Description, Amount. Lists items like Bills payable matured in 1892 and 1893, etc., with amounts.

Statement "F and G" give the disposition of 3000 first mortgage bonds, and 3000 second series mortgage bonds of the company, redeemable, the first on July 1st, 1898, and the second on October 1st, 1890, as follows: First mortgage bonds sold, \$2,741,000.00. First mortgage bonds pledged to the State of Mississippi, 300,000.00. First mortgage bonds loaned to the State of Mississippi, 30,000.00. Purchase through sinking fund, \$3,000,000.00. \$2,741,000.00. Second series mortgage bonds pledged to the State of Mississippi, \$1,370,000.00. Bonds of company's agents, 70,000.00. Second series mortgage bonds loaned to the State of Mississippi, 60,000.00. \$1,500,000.00. Second series mortgage bonds collected and destroyed, 1,000,000.00. \$1,500,000.00.

Statement "H" gives the floating and bonded debt of the company on 28th February, 1899, as follows: First and second series mortgage bonds, \$3,661,000.00. Accrued interest on first mortgage bonds in course of being funded, 100,000.00. Accrued interest on second series mortgage bonds, 117,250.00. \$3,878,250.00.

Notwithstanding the reduction of receipts during the last year, and the continued improvements made to the road and rolling stock, the floating debt of the company has been reduced \$73,073.61, as follows: The floating debt on 28th February, 1898, was, \$393,924.11. On 28th February, 1899, it was, \$320,850.50. Showing a decrease during the twelve months, of \$73,073.61.

The commerce of New Orleans being injuriously affected by the heavy charges in freights, drayage and other expenses attending the receipts or shipments of goods, it behooves all transportation companies to devise means of reducing those charges to a minimum. The New Orleans, Jackson and Great Northern Railroad Company has already made great annual reductions in her freight charges since the war, and will continue to do so as rapidly as circumstances will permit. A great saving in drayage alone can be obtained by continuing the road to the river, either within the limits of this city or of Jefferson City, thence down the river front to the Pontchartrain Railroad depot, at the foot of Girod street. A dray load of fourth class freights from the river to the railroad depot (a distance of about 14 miles) costs about as much as the freight on the railroad from New Orleans to Pontchartrain (48 miles) which is nearly equal to one-quarter cost of transportation over the whole length of the road, and drayage on fractional loads (which constitute generally the orders of planters and private families), is nearly equal to the freight from New Orleans to Canton.

If this extension were made we could be able to connect with the Pontchartrain Railroad on the river, and to establish a depot opposite Gretna for the receipt of cattle, etc., from the Opelousas railroad. We would also pass close by the grain elevator at the foot of Harmony street, which would enable us, as soon as the Mississippi Central Railroad shall have been continued to Passacahoussa, and a bridge constructed there across the Ohio river, (probably in about two years) to bring down grain from Illinois and the West, when the Ohio and Upper Mississippi are either frozen or too low for navigation, which is the case several months in the year. We have been trying in vain for the last year to get the right of way to the river from the City Council of New Orleans. Being unsuccessful, we endeavored to obtain it from the Legislature, which had granted it at its preceding session to the New Orleans, Mobile and Chattanooga Railroad, a new company in which the State of Louisiana and city of New Orleans own no stock; whereas, they are interested in this company, the first to the extent of 64,000 shares, and the latter to that of 80,000 shares. I regret to inform you that our efforts in the Legislature were attended with no better success than with the City Council, who have our petition still pending before them.

The question of the extension of the road north of Canton has occupied a large share of the attention of the board during the past year, both on account of the charter obligations and the intrinsic merits of the enterprise. The road has invested north of Canton \$541,000, which is at present utterly unproductive, and even deteriorating from the action of the weather.

The earnest desire of the citizens of that section of country through which this extension would pass to see this road built, and their promise of hearty co-operation, together with the increased general prosperity of the South, seem to render immediate action advisable.

Upon examining the question the many advantages of making Decatur the objective point, rather than Chickasaw Bluff on the Tennessee River, were self-apparent. Decatur is closely approximate to an air line through to Washington and the eastern seaboard, and is the terminus of the Nashville Road, with a bridge already built across the Tennessee River. Under the advice, therefore, of the board, I have caused a preliminary survey to be made by a competent civil engineer of the line from Aberdeen to Decatur, with very favorable results. I regret that his field-notes are not sufficiently worked up to permit my submitting them herewith as was my intention. But I refer you to the synopsis of his future report and estimate marked "A."

Upon examining the financial question involved in the construction of this line of 242 1/2 miles, it was found that the low value of the stock of this company offered almost insuperable