NEW ORLEANS REPUBLICAN.

VOLUME I. NEW ORLEANS, SUNDAY, MAY 19, 1867. NUMBER 35.

SINGLE COPIES, TEN CENTS. OFFICE---No. 57 ST. CHARLES STREET. TERMS---SIXTEEN DOLLARS PER ANNUM.

ew Orleans Republican.

Official Journal of the United States.

BRILLIANTS.

Honeysuckles.

Oh! honeysuckles, dainty sweet,
My heart is filled with love of you,
With never-dying love of you!
Yes and me of that afternoon
In rosy, sunny, dreamy June,
When all the air was full of you,
And every wind was faint w to you;
We sat beneath the leafy shade
The heavy twisted grape-vine made,
And here and there among its green
You graceful hung, and graceful swung
Your blossoms, fit to do a queen;
But one bright sun-ray ventured in
And lay upon the cool stone floor,
Looking he thought a band of gold
Had fallen from a beauteous arm,
And, still with life and beauty warm,
Defied the Time to make it cold.
We said the same thing o'er and o'r,
Fond words that braided in with you
And your rare fragrance, modest flowers!
Oh, you were part of those dear hours,
When all the air was full of you,
When every wind was faint with you,
And my heart grew in love with you!

Love and Thought.

Two well assorted travelers use
The highway, Eros and the Muse,
From the twins is nothing hidden,
To the pair is naught forbidden;
Hand in hand the comrades go
Every nook of Nature through;
Each for other they were born,
Each can other best adorn;
They know one only mortal grief,
Pant all beneath one yoke of relief;
Whom, by false companions crossed,
The pilgrims have each other lost.

(Emerson.

Habit.

Art at first is but a silken thread,
As the light winged gossamers that sway
Warm sunbeams of a summer's day;
Slow streamlet, rippling o'er its bed;
Sapling, ere its roots are strong;
Hardened to oak upon the spray;
Whelp that hath not scented prey;
Smiling child obedient led.
Lo! that thread may bind thee as a chain;
Streamlet gather to a fierce sea;
Sapling spread into a gnarled tree;
Shorn, grown hard, may wound and give thee pain;
Awful whelp his murderous fangs reveal;
Child, a giant, crush thee beath his heel.

(John Ashham.

OUR RICHMOND CORRESPONDENCE.

Arrival of Jeff Davis from Fortress Monroe for Trial—Scenes on the Way—Little or no Excitement—Leniency on the part of the Officers guarding Him—A Death on the Voyage—Curiosity of the People to catch a Glimpse of the Prisoner—His Personnel—A Contrast—Mr. Davis and Family put up at the Spotswood House—The Luxurious Nature of the present place of "Confinement"—A Cordial Greeting from his Old Friends, etc., etc.

RICHMOND, VA., May 12, 1867.

Yesterday was made remarkable in the history of this famous city by the arrival of Jefferson Davis, brought here for the purpose of trial for treason—trial by a jury of peers who have felt the fearful persecution of his tyranny during the palmy days of the rebel usurpation. The event, though expected, created but little visible excitement, as General Schofield had previously warned the citizens against making a demonstration; and although the people generally exhibited great curiosity to see "President," as they still call him, there were but few persons present at the wharf when the boat arrived.

Marshal Underwood left here for Fortress Monroe on Friday, and immediately on his arrival there served the writ of habeas corpus on General Burton, the military commandant, which ordered that officer to deliver the body of his distinguished prisoner to the United States Circuit Court in Richmond to-morrow morning, to show then and there the cause of his detention. In the evening Davis was informed of the serving of the writ, and expressed great gratification at the probable approach of a final solution of his case. He conversed freely with the officers of the garrison and others, who were admitted to his quarters, and, on Saturday morning Marshal Underwood visited him for the purpose of formally imparting the intelligence of the service of the writ. He expressed the hope that the prospective trip to Richmond would be a pleasure; to which Davis replied: "I have seen the trees bud here, then all foliage, and have seen their leaves fall with the frost of autumn, and have waited patiently for this event. They are coming again, and I am glad that you have come. I assure you that our trip will be a pleasure to me—unspeakable pleasure."

Mr. Davis had made all necessary preparations for the departure, and as soon as the "John Sylvester," the regular James river mail boat, arrived from Norfolk, the party went on board. President Johnson had issued orders to General Burton to deliver the prisoner to Marshal Underwood as soon as he was demanded; but he assumed the responsibility by continuing his charge of him, and went on board the boat with them, accompanied by several subaltern officers of the garrison and two soldiers or orderlies. Marshal Duncan was also present, as it was intended that he should take charge of the prisoner; but he modestly allowed the military to do as they pleased, and gave them the opportunity to spread their names before the world through the papers, which was apparently their chief desire. The voyage was without incident, save in the death of a lady passenger, who, strangely enough, was a Mrs. Davis. The occurrence very naturally cast a gloom over the spirits of the party, and the coincidence of the names attracted considerable attention, producing ominous comment. Crowds of the landings on the river banks the boat passed were crowded with curious people who came to catch a glimpse of the great rebel; but he remained quietly in the cabin conversing with his wife and friends.

Two o'clock the steamer passed City Point, and at half-past five reached her berth at the Rockette, below Richmond, where a squad of twenty mounted artillerymen and a company of infantry were waiting, having been detailed to act as guard to the prisoner on the route from the boat to the Spotswood Hotel, where quarters had been prepared for him. It was impossible to get a hack or conveyance of any kind in the city for hours previous to the arrival, the owners of all the public vehicles, anticipating a rush to the Rocketts, had sent them there to be in readiness for the expected prey. A squad of infantry was deployed in rank on each side of the approach to the gang-plank, and the crowd pushed forward them. There were no prominent citizens present, and the assemblage was mainly composed of idlers, stevedores, porters, and hackmen. General Burton was first of the party to come as one immediately ordered the guard to keep the crowd, expecting Davis to come down the bow gang-plank, had gathered at the stern end of the wharf; but the carriages waiting were driven down to the gangway, and accordingly a general rush took place in that direction. General Burton went on board again, and in a few moments appeared with Davis at his side, and came on shore again. The wheels and tops of the omnibuses and carriages, and the lamp posts, sheds, and every other approach affording an elevation, were brought into requisition as observatories for ambitious climbers, many of whom were anything but complimentary in their comments. The freedmen and women, with mouths wide agape, and eyes almost bursting from their sockets with staring, shouted in glee, and one voice rising above the din of the crowd, proclaimed in stentorian tones, "Dar's Massa Jeff. What a long neck; but it'll be longer right soon. Judge Unnywood's heah, Massa Jeff." Davis walked as straight as an arrow, with a firm, deliberate step, and did not look either to the right or left. His eyes, much paler, or rather lighter blue than they used to be, were fixed steadfastly on the back of the officer preceding him, and his cane, held in his right hand, was planted squarely on the ground at each step. He wore a soft, black-felt, low-crowned hat, and black overcoat, buttoned around the body, but open at the neck. There was an air of cool, cynical, deliberation in his appearance, akin to desperation, which could not fail to impress all beholders with the idea that he was making a strong effort to control himself. The dramatic effect of the scene was grand beyond parallel. Imagine for a moment Jeff Davis, when a few years ago he held in his hand the lives of millions, and Richmond, the grand center of the wealth and refinement of the Old Dominion, could not do too much in his honor. His praises were on every tongue, and he was surrounded by all the concomitants of place and power. He was then the head and front of a great nation, with a government of usurpation, to be sure, but of strength enough to bend the sinews, and strain the nerves of the greatest war power on earth. But yesterday all was changed, and the arch-traitor returned to Richmond as a conquered miscreant, a prisoner, treatedingly awaiting his doom. He looked the picture perfectly, and seemed to be the very embodiment of stern statesmanship, with the incongruous characteristics of a terrible criminal forcing themselves into notice through his clenched teeth and compressed lips. He seemed to be struggling to keep down his emotions, and to appear as if he really believed himself to be a martyr, but as if he knew that the hundreds of eyes peering at him were only looking at him because they were curious to see a great criminal, and that they stared at him as they would at any murderer on the way to the gallows.

General Burton handed him into an open carriage, the crowd parted in front of the prancing horses, the mounted guard drew their sabres, and the prisoner saw before him a detachment of thirty odd Federal soldiers, their sword blades glistening in the bright sunlight, their horses stamping the ground as if impatient to carry their riders through desperate charges, and the carriage was driven toward them. One of the orderlies, dressed in brilliant artillery uniform, was mounted on the box beside the driver, and General Burton, Dalton Cooper, and Burton Harrison, Davis' private secretary, were seated in the carriage with Davis. As it rolled away from the wharf and into Water street, the mounted guard wheeled into line, immediately in its rear, and the column started. A long line of carriages, headed by that of your correspondent, followed next. The route to the Spotswood was chosen through a street running in the rear of Libby Prison, which is now used as barracks for the Eleventh infantry.

The crowd ran pell mell along the sidewalks, and although the carriages were driven at a brisk trot many of the freedmen succeeded in keeping abreast of them, until they turned to go up on to the main street. The dust raised by the fast revolving wheels, and the rapid gallop of the horses, was choking, and the clatter of the sabers of the guard, the rattling of the vehicles, and the shouts of the crowd were almost deafening. Nearly every window of the houses on each side of the street, was occupied by men, women, and children, both black and white, and the lamp posts, and scaffoldings around the buildings in course of erection were filled with people, some of whom had been perched up in anxious waiting for hours. A few handkerchiefs were waved at the carriage containing Davis, and a few hats were lifted toward him by his friends on the street; but he did not deign to return any of the salutes. At the Spotswood, the sidewalk in front of the ladies' entrance was thronged, and as the carriage drew up at the curb-stone in front, the crowd gave way to the right and left, and as Davis passed through two thirds of the heads were uncovered as the humiliating adoration of the great observed of all observers.

Mrs. Davis remained on the boat for a short time after her husband had left, but followed him very soon in another carriage, and found him waiting for her in the parlor attached to the suite of apartments assigned to them. The suite is located on the first floor of lodging rooms in the Spotswood, and is elegantly furnished, and supplied with all the modern improvements, and, in fact, with everything calculated to make the occupants comfortable. Luxurious sofas and divans, soft spring-bottom chairs, rich lace and brocatelle curtains, elegantly gilded mirrors, with marble-top tables, adorn the suite. A number of personal friends of the family presented themselves very soon after their arrival, and Davis stood, for several hours, shaking hands and conversing with his guests. The conversation referred to matters of a personal and private character, reminiscences of the rebellion, and inquiries regarding the health of the host. They retired early, and all day to-day the number of callers has been very large. In fact a perfect stream of ladies and gentlemen have been going and coming from Davis's parlors, and although it is Sunday, the admiration of the Richmond secessionists for "the President" is such that they have forced him to hold a public levee. No other word than levee can express my meaning, for notwithstanding the fact that he has complained of fatigue and of slight illness, his admirers have thronged the corridors of the hotel continuously. The greatest freedom has been granted to them, and they have certainly taken advantage of it. Delicate dishes of palatable food, luscious tip-bits of confectionery, rare fruit, and delicious pates have been sent to both Mr. and Mrs. Davis. If they were living at their own home, in their own house, they could not enjoy more freedom than they do now. No one pretends to interfere with their slightest desire, and they are as independent of restraint as any of the regular guests of the hotel. To such an extent is this freedom allowed that it is a matter of comment throughout the entire city; and while the unionists generally express gratification that the government is so lenient the rebels say, "the Yankees, mean creatures that they are, can't do too much for our noble President."

The telegraph will have given you all the particulars of the trial, or the attempt at a trial, ere this reaches you, but it will not tell you that the obsequious demeanor of some of the officers who have assumed the responsibility of placing Davis in the condition of an honest man instead of a desperate and bloody criminal deserves the reprobation of all honest-minded men.

PAYSON.

☞ A Frenchman has invented a new paper instantly stopping the hemorrhage caused by wounds. Marshal Neil has passed a contract with him for 300,000 quires of the said paper.

☞ A treaty of commerce between France and the Papal States has just been terminated, and is accepted at Paris. All that now remains to be done is to exchange the official ratifications.

OUR JACKSON CORRESPONDENCE.

Extension of the Jackson Railroad.

JACKSON, May 17, 1867.

In the last (twelfth) annual report of the New Orleans, Jackson, and Great Northern Railroad Company is the following paragraph relative to this great enterprise which is of so much import to New Orleans:

It is with regret that I have to inform you that no bids have yet been received to lease the proposed extension of the road from Canton, Miss., to the Tennessee river, via Aberdeen, Miss. This extension is becoming vitally important to enable the New Orleans, Jackson, and Great Northern Railroad to compete with newly projected Northeastern routes, especially the one from New Orleans to Chattanooga, via Mobile, which will reduce considerably the time to Washington, and will entitle it to carry the United States mails, unless a corresponding reduction of distance can be made on the New Orleans, Jackson, and Great Northern Railroad, via Aberdeen and Decatur, where that road would have the advantage of connecting directly with the Memphis and Charleston, and the Nashville and Selma roads, the latter being already finished to Decatur.

The character and condition of this extension are as follows: The original survey of this extension ran 110 miles from Canton to the crossing of the Mobile and Ohio railroad, or 120 miles to Aberdeen beyond, and on to Chickasaw village, at the mouth of Bear creek and foot of the Muscle Shoals, (an easy point to bridge,) on the Tennessee river. Thence the line extended through Mount Pleasant and Columbia to Nashville. Or, rather, it was to connect with Nashville by a road then completed from Columbia. Sixty miles, or half the road to Aberdeen, was graded and ready for the iron—40 of it at the Canton end and 20 at Aberdeen: the iron was also ready, when the war stopped operations, and the iron was appropriated to other uses. When operations on this line ceased, the Nashville road, instead of continuing from Columbia to the crossing at Muscle Shoals, was extended due south to Decatur, where advantage was taken of a bridge already built by the Memphis and Charleston railroad, costing $200,000, to cross the Tennessee river.

The country through which this road would extend, through Koscinsko and beyond, is a much better one than that along the ridge of the present road. Further to the northeast it strikes a rich cotton belt, known as the prairie or canebrake country. In the vicinity of Aberdeen and Columbus, in northeast Mississippi, and running in a southeast direction toward Selma and Demopolis, Alabama, the country is called prairie, and is excellent for upland cotton: as you enter Alabama it is known as the canebrake country, equally rich. It is the great interior cotton region of the South.

At present, to reach the East by the Jackson road, one has to follow the Mississippi Central away up to Grand Junction, when at least one hundred miles could be saved to the traveler if this extension were made. It would be nearly, if not quite, as short a route as by the contemplated Mobile and Chattanooga road.

To complete it to the Mobile and Ohio road alone—110 miles—would cause at least 100,000 bales of cotton annually to come to New Orleans which now seeks Mobile, as it would find a better market of at least one cent per pound by so doing. And so soon as completed fifty to seventy-five miles from Canton, the cotton from a circuit of twenty to thirty miles would all be wagoned to its terminus for the same reason.

We believe the charter is already forfeited, if the State of Mississippi shall so declare; for it required the completion of the road several years ago. But the State could gain nothing by this, as this would not sooner complete it; and we believe the company, too strained itself to do the work, offers the road, or rather what alone it has the right to do, the lease of it for almost indefinite time, together with its franchises—property at Aberdeen worth some $200,000, well rented; all the work done, of surveys, grading, etc., costing probably $800,000—to any company of capitalists which will complete it, so great would be the gain of the present road in freighting the cotton and other products which the extension would bring to it.

But capital is timid, and don't like to venture near riots, or even rumors of riots, many of which we heard here, known by us to be false, and yet eagerly believed and circulated by large numbers. An extensive railroad system is ready to start into rapid construction as soon as the political condition of the State renders it safe in the judgment of capitalists. Large amounts of Northern capital are waiting to be invested in manufactories, in commerce, and in agriculture and railroads, as soon as the political and social aspects of the State convince the controllers of capital that the danger of serious trouble is over, and that the political condition of the State is established on a secure and permanent basis. In settling the great reconstruction question, what effect will the proper decision of Mississippians not have, and its railroad and manufacturing interests? Should her citizens endeavor to allay or increase sectional contention?

THE RECENT MEETING AT BROOKHAVEN.

Remarks of Mr. Davisson—A Correction.

We find the following paragraph in a report of the recent meeting at Brookhaven, published in the Brookhaven *Southern Journal* of May 4:

Mr. Davisson, a gentleman who came from New Orleans for the express purpose of reporting the proceeding of this meeting for the New Orleans papers, was then called on, and responded in a plain, practical, commonsense speech of some length. He spoke of the advantages we possessed, both in land and climate, over many of the Northern and Eastern States; he said erroneous impressions were prevailing in the minds of the people, both North and South, and could they be made to understand each other better, we would soon become (as by right we ought to be) one people, with one common interest and feeling pervading our hearts. He assured the people (being a Northern man himself) that many capitalists at the North were anxious to invest their capital in the Southern States, and would do so, if they felt any security in their person, or a friendly reception at our hands. His remarks were lengthy, to the point, and full of philosophic reasoning, and we regret we cannot notice them more in detail.

While the above is a fair report of what Mr. Davisson said, on the main question, we regret the want of courtesy shown to the New Orleans REPUBLICAN by our contemporary in stating that he "came from New Orleans for the express purpose of reporting the proceedings of the meeting for the New Orleans papers." Our friends of the *Journal* could not have been ignorant of the fact that Mr. Davisson belonged to the editorial staff of the REPUBLICAN, was present in the interests of this paper entirely, and so stated in his remarks. The other New Orleans papers had no reporter or other representative at Brookhaven on that day, and are not entitled to any credit for the results of the enterprise of the REPUBLICAN.

☞ The president of the council in Portugal having fallen dangerously ill, the king and queen, at the last moment, postponed their journey to Spain.

☞ Queen Victoria has signified her intention of laying the first stone of the Hall of Arts and Sciences on the 20th of May, in London.

The Nevada *Transcript* announces the marriage of Ah Sam and Ah How, at Yon Bet, on the 4th ult.

IMPORTANT SUIT.

We place before our readers the important information that proceedings have been commenced in the Sixth District Court of New Orleans to compel the commissioners of election for directors of the New Orleans, Jackson, and Great Northern Railroad to count the votes cast by the mayor of the city of New Orleans and the governor of Louisiana at the election held last month for a board of directors, and to declare the result of that election according to law. The attorney general appears on behalf of the State, and Mr. George S. Lacey on the part of the board which would have been elected if the votes of the State and city had been received.

To the Honorable Judge of the Sixth District Court, City of New Orleans:

The petition of the State of Louisiana, by and through the governor of the State and the undersigned attorney general, and absent Robert Watson, James Graham, E. Heistand, J. A. Roberts, J. S. Walton, J. W. Parker, Cuthbert Bullitt, J. P. Horner, Cyrus Bussey, J. H. Oglesby, C. C. Shackleford, and W. Hemmingway respectfully represents:

That in the year 1853, the legislature of the State of Louisiana, for the purpose of constructing, working, and maintaining a railroad from New Orleans to Jackson, in the State of Mississippi, town, A. D., 1860, that would be deemed most favorable for continuing communication to Nashville, in the State of Tennessee, passed an act to incorporate the New Orleans, Jackson, and Great Northern Railroad Company, which said act was duly approved.

That in and by the said act, it was provided that the business of the corporation should be conducted at its domicil in the city of New Orleans by a board composed of eighteen directors, who should be stockholders, of whom six should be selected from the stockholders residing in the State of Mississippi; that a quorum should consist of at least seven directors; that the directors should elect one of their body as president of their company at the first meeting after their election; that the election of directors should be held by three commissioners selected for that purpose; and that at all elections by stockholders and at all their meetings each share should be entitled to one vote.

That on or about the 28th day of April, in the year last aforesaid, an act of the legislature of Louisiana was duly approved, directing the State treasurer, within ten days after the passage of said act, to subscribe in behalf of the State of Louisiana, for 64,000 shares, of twenty-five dollars each, of the capital stock of New Orleans, Jackson, and Great Northern Railroad Company.

That on or about the 15th of March, 1854, an act of the legislature of Louisiana was duly approved, authorizing the common council of the city of New Orleans to subscribe to the capital stock of the aforesaid company in a sum not exceeding two millions of dollars.

That under and by virtue of the act incorporating the New Orleans, Jackson, and Great Northern Railroad Company, and the acts of the legislature authorizing and directing the State treasurer, and authorizing the common council of the city of New Orleans to subscribe to the capital stock of the aforesaid company, the State of Louisiana, by and through the governor of said State, and the city of New Orleans, by and through the mayor of said city, at every election for the directors of said company, became and were entitled to cast one vote for each and every share held by the State of Louisiana and the said city of New Orleans respectively.

That subsequently thereto, and in or about the month of March, A. D., 1860, another and further act was passed by the legislature of the State of Louisiana, and approved on the fifteenth day of the said month of March, by which last mentioned act it was provided: That the governor of the state of Louisiana, and the mayor of the city of New Orleans, be, and they are hereby authorized and required to cast the votes of the stock owned by the State of Louisiana and the city of New Orleans respectively, in all meetings of stockholders for the election of directors of said company, in the same manner, and to the same effect, as individual and private stockholders vote therein.

That since the passage and adoption of the last mentioned act, the State of Louisiana and the city of New Orleans, as your petitioners are informed and believe to be true, have voted at one or more elections for the directors of the said company, and at such election or elections have cast a number of votes equal to the number of shares respectively held by the state of Louisiana, and the city of New Orleans; and as your petitioners have also been informed, and believe to be true, at one or more elections for directors held by the said company, the State of Mississippi has cast her vote, all of which will more fully appear from the evidence to be produced on the trial of this proceeding.

That in or about the month of April, in the year A.D. 1867, an election was held for directors of the New Orleans, Jackson, and Great Northern Railroad Company, at No. 44 Carondelet street, in the city of New Orleans.

That at the time of the election for said directors, the State of Louisiana held and owned sixty-four thousand shares of the capital stock of the aforesaid New Orleans, Jackson, and Great Northern Railroad Company, and the city of New Orleans then held and owned eighty thousand shares of the same stock, and that the State of Louisiana, through the governor thereof, at the said election cast sixty-four thousand votes, and the city of New Orleans, by and through her mayor, gave eighty thousand votes to the following persons to serve as directors of the New Orleans, Jackson, and Great Northern Railroad Company for and during the then ensuing year, viz: A. D. Grieff, Robert Watson, James Graham, J. M. G. Parker, Cuthbert Bullitt, J. P. Horner, Cyrus Bussey, E. Heistand, J. H. Roberts, J. S. Walton, E. J. Forstall, and J. H. Oglesby, C. C. Shackleford, George Fearn, R. Winter, W. Hemmingway, C. C. Ballen, S. L. Mosby, the last six named having been voted for as directors for the State of Mississippi.

That the commissioners of election received the votes of the State of Louisiana and of the city of New Orleans, cast by and through their respective officers aforesaid; but that the said commissioners pretended, without the legal right so to do, to receive the votes of the said State and the said city under protest; that in counting the votes cast at the said election the said commissioners refused to and did not include any vote cast by the State of Louisiana and the city of New Orleans; that these votes were entirely ignored in ascertaining and determining the result of the election, and the following persons, who received a minority of the whole vote cast, were declared the duly elected directors of the New Orleans, Jackson, and Great Northern Railroad Company, viz: The Louisiana directors: G. T. Beauregard, J. H. Blanc, George Clark, C. Fellows, W. A. Gordon, W. Henderson, C. J. Leeds, R. J. Ogden, J. J. Warren, R. W. Schwartz, Williamson Smith, and E. J. Forstall; for Mississippi directors: S. J. Gholson, B. L. Hatch, A. M. Carothers, R. D. Brown, Lafayette Montgomery, and Joshua Green.

That the several persons hereinabove last named, illegally claiming to have been elected directors of the aforesaid company, have entered upon the discharge of the duties of the office of directors and among other acts have appointed G. T. Beauregard their president.

Now your petitioners show unto your honor that at the election held for directors aforesaid, the largest number of votes were cast in favor of the following named persons, to-wit: Directors for Louisiana: A. D. Grieff, Robert Watson, James Graham, E. Heistand, J. A. Roberts, J. S. Walton, J. M. G. Parker, Cuthbert Bullitt, J. P. Horner, Cyrus Bussey, E. J. Forstall, J. H. Oglesby. Directors for Mississippi: C. C. Schackleford, Geo. Fearn, R. Winter, W. Hemmingway, C. C. Ballen, S. L. Mosby. And that in ascertaining the result of the said election the several persons hereinabove last mentioned would have been declared to have received the majority of all the votes cast, and to have been legally elected directors of the New Orleans, Jackson, and Great Northern Railroad Company, had the votes cast by the State of Louisiana and the city of New Orleans been recognized and counted.

And your petitioners further show unto your honor that the several persons hereinabove last named are entitled to relief against the unjust and illegal acts of the commissioners in rejecting the votes cast by the State of Louisiana and the city of New Orleans, and have a legal and equitable right to be recognized by your honor as the lawful directors of the New Orleans, Jackson, and Great Northern Railroad Company.

Wherefore, the premises being considered, your petitioners pray your honor to grant an order to S. J. Adler, E. H. Bridge, —— Seymour, commissioners of the election hereinabove referred to, requiring and directing the said commissioners to recognize and count the votes cast at the election aforesaid by the State of Louisiana through the governor of the said State, and by the city of New Orleans through the mayor thereof; and to make a return of election accordingly as provided by law, and the charter and rules and regulations of the company.

That an order issue, directing the New Orleans, Jackson, and Great Northern Railroad Company to recognize the several persons voted for by the State of Louisiana through the governor thereof, and by the city of New Orleans through the mayor thereof, as aforesaid, as the true and lawful board of directors of the said company, and requiring the said company, and all persons whomsoever, to place into the custody and under the care and control of the several persons hereinabove last referred to, in their official capacity, as directors of the New Orleans, Jackson, and Great Northern Railroad Company, all books, papers, documents, property, and effects of every kind, name and nature, lawfully belonging to and subject to the control of the board of directors of the said company.

Or that S. J. Adler, E. H. Bridge, —— Seymour, commissioners of the aforesaid election, and the New Orleans and Great Northern Railroad Company, show cause to the contrary within a certain time after the service of the order, to be fixed by the court.

And your petitioners further pray, that should cause be shown, and upon hearing thereof, the same should be considered as not good and sufficient in law, that then and in that event the alternative order or writ of mandamus, herein prayed for be made peremptory and absolute, and such other and further order be granted as is suited to law and the nature of the case.

Your petitioners further pray that the defendants herein be condemned to pay all the costs of this proceeding.

And, as in duty bound, your petitioners will ever pray, etc.

(Signed,) B. L. LYNCH,
Attorney General.

LACEY, MARKS & BUTLER, Attorneys for Petitioners.

The commissioners of election named in the foregoing petition are hereby required to recognize and count the votes cast at the election for directors referred to in said petition by the State of Louisiana and by the city of New Orleans, and to make return of election accordingly, as provided by law, the charter, or the rules and regulations of the New Orleans, Jackson, and Great Northern Railroad Company, and the said company is also directed and required to recognize the several persons referred to in the prayer of the foregoing petition as the true and lawful board of directors of the said company, and to place into custody and under the care and control of the said persons, in their official capacity as directors of the New Orleans, Jackson, and Great Northern Railroad Company, all the books, papers, documents, property, and effects of every kind, name, and nature, lawfully belonging and subject to the control of the board of directors of the said company, or show cause to the contrary before the court on the 27th day of May, 1867, at 12 M.

(Signed,) G. DUPLANTIER,
Judge Sixth District Court.

Petition filed May 16, 1867.

CIRCULAR TO COLLECTORS OF CUSTOMS AND OTHERS.—The following circular from the Treasury Department, bearing date of May 10, 1867, has just been received by Collector Kellogg:

Section 14 of "An Act to increase duties on Imports, and for other purposes," approved June 30, 1864, provides—

"That on the entry of any vessel, or of any goods, wares, or merchandise, the decision of the collector of customs at the port of importation and entry, as to the rate and amount of duties to be paid on the tonnage of such vessel, or on such goods, wares, or merchandise, and the dutiable costs and charges thereon, shall be final and conclusive against all persons interested therein, unless the owner, master, commander, or consignee of such vessel, in the case of duties levied on tonnage, or the owner, importer, consignee, or agent of the merchandise, in the case of duties levied on goods, wares, or merchandise, or the costs and charges thereon, shall, within ten days after the ascertainment and liquidation of the duties by the proper officers of the customs, as well in cases of merchandise entered in bond, as for consumption, give notice in writing to the collector on each entry, if dissatisfied with his decision, setting forth thereto, distinctly and specifically, the grounds of his objection thereto, and shall, within thirty days after the date of such ascertainment and liquidation, appeal therefrom to the Secretary of the Treasury, whose decision on such appeal shall be final and conclusive; and such vessel, goods, wares, or merchandise, or costs and charges, shall be liable to duty accordingly, any act of Congress to the contrary notwithstanding, unless suit shall be brought within ninety days after the decision of the Secretary of the Treasury on such appeal for any duties which shall have been paid before the date of such decision on such vessel, or on such goods, wares, or merchandise, or costs, or charges, or within ninety days after the payment of duties paid after the decision of the secretary. And no suit shall be maintained in any court for the recovery of any duties alleged to have been erroneously or illegally exacted, until the decision of the Secretary of the Treasury shall have been first had on such appeal, unless said decision of the Secretary shall be delayed more than ninety days from the date of such appeal in case of an entry at any port east of the Rocky mountains, or more than five months in case of an entry west of those mountains."

In view of this provision making the rights of importers depend in upon a compliance therewith within a specified time "after the ascertainment and liquidation of the duties," it is deemed proper that they should be duly notified of the time at which the duties on their respective entries may have been ascertained and liquidated. You will, therefore, cause to be kept a record of the several entries liquidated from day to day, stating the name of the vessel, the place from which, and the time when she arrived, the name of the importer, and the date of entry; and will give notice of the liquidation of such entries by posting in some conspicuous place in the custom-house, accessible to the public, on the day succeeding the date of ascertainment and liquidation, a transcript of such record, there to remain for ten days, when such transcript will be removed and filed with the records of your office; and the posting of such transcript will be deemed and taken to be a full notice to all parties interested.

The notice of dissatisfaction or protest referred to in the section before cited must, in all cases, be presented to the collector within ten days, and the appeal to the Secretary of the Treasury be taken within thirty days after notice of the ascertainment and liquidation of the duties as herein provided.

When an appeal is taken from the decision of a collector, such appeal, addressed to the Secretary of the Treasury, may be delivered to such collector, who is hereby instructed to receive and transmit the same to this department, with a full report of the case, together with a statement of the reasons for his decision. H. McCULLOCH,
Secretary of the Treasury.

BY TELEGRAPH.

[Special Dispatches to the Republican.]

FROM WASHINGTON

APPOINTMENTS OF REGISTERS IN BANKRUPTCY FOR LOUISIANA.

The President to Make a Tour Through New England.

WASHINGTON, May 18, 1867.

General A. J. Hamilton and J. R. G. Pitkin have been appointed registers in bankruptcy for Louisiana.

The President has made preparations for a trip through New England next spring.

The impeachment investigation is progressing slowly. Witnesses will be examined next week regarding the assassination of President Lincoln. PAYSON.

FROM EUROPE.

THE CRETAN WAR.

THE TURKS CLAIM A GREAT VICTORY.

FROM NEW YORK.

PRESENT CONDITION OF THE ATLANTIC TELEGRAPH.

FROM WASHINGTON

Fair in Aid of the Destitute of the South.

GENERAL GRANT IN RICHMOND.

From the Southwest Pass.

Dispatches to the Associated Press.:

Foreign News.

LONDON, May 18.—Turks claim a great victory over the Cretans in a recent battle.

PARIS, May 18.—The corps legislatif opposes the emperor's proposed army bill.

From New York.

NEW YORK, May 18.—[*Agent New York Associated Press.—Dear Sir:* I have this afternoon received a telegram from Mr. J. C. Dean, Secretary of the Anglo-American Telegraph Company, containing the annexed copy of a letter which appeared in the London papers of this morning, which I send you for the information of the press.

Yours very truly,
(Signed) CYRUS W. FIELD.

TO THE EDITOR OF THE LONDON TIMES.

SIR—The uninterrupted state of telegraphic communication with America is evinced by the fact that in the course of yesterday ninety messages passed, yielding £250 7s. In order, however, to mitigate as far as possible the effect of vague and exaggerated rumors, I feel it my duty as chairman of this company to ask you to place the public in possession of the following facts:

On the 5th inst. it was reported that on the 4th at half past six in the evening a large iceberg grounded off the harbor of Heart's Content, New Foundland, about one and a half miles north-northwest of Northern Point, and two hundred yards east of the 1866 cable, in about sixteen fathoms of water. No danger with the present wind. On the 6th inst. it was reported that the iceberg had disappeared, but in passing over the cable of 1866 it seems that some damage must have been done, for the signals through that cable became imperfect and have now ceased.

The cable of 1865, however, is unimpaired, and there is no reason to doubt that the injury to the cable of 1866 will be repaired without delay or any considerable expense. I need only add that the capacity of the cable of 1865 exceeds the requirements of the business, great as it is, between this country and America.

I am, sir, your obedient servant,
(Signed) CHARLES E. STEWART.

Chairman of the Anglo-American Telegraph Company, 26 Old Broad street, London.

May 17th, 1867.

From Washington.

WASHINGTON, May 18.—A fair for the relief of the destitute in the Southern States has been in progress here during the past week, and has netted between three and four thousand dollars.

Revenue receipts to-day have been $500,000; for the week $2,500,000.

WASHINGTON, May 18.—The disbursements of the War Department for the week were $445,000; disbursements of the Navy Department for same time $311,000; disbursements of the Interior Department same time $486,000. National Bank circulation, $298,956,000.

From Southwest Pass.

SOUTHWEST PASS, May 18, 6 A. M.—Cloudy; wind light, from E. N. E.; barometer 29·85. Memoranda: The light-house tender Geranium, Capt. Dilbery, paid the bar one of her periodical visits yesterday. The dredge machine came off this morning, and is all right.

Another house is being put up at Pilot town; but it will be years before the place will assume its former appearance.

During the late hurricane, the keeper of the Southwest Pass Lighthouse was obliged, with his family, to take refuge in the upper story of the dwelling, there being three feet of water over the first floor. The gulf is rapidly encroaching upon the land in that neighborhood, and in a year or two the lighthouse will be in West Bay, surrounded entirely by water and untenable. A portion of the foundation of this lighthouse consists of 3500 bales of cotton, which at the present ruling rates of cotton would be worth $436,750 00.

We have the Havana *Commercial Bulletin* of the 16th inst., from which we quote: "The sugar market is firm, No. 12, 6¾@7. Exchanges on Spain 3¾@4 ⅜ cent. premium; on London 10½@11 premium; on Paris 11⅛ discount; on New York 28@28½ discount. Mexican ounces are ½ ⅜ cent. premium. American Gold 1 ⅜ cent. premium. Loading for New Orleans, brig Galveston, Merry man."

SOUTHWEST PASS, May 18, 8 P M.—Wind E. N. E., light. Barometer 29·90. Arrived per schooner Henry Travers, Richards, from Utilla, seven days to master. On the bar, ship Antarctic. Inside, ship Neptuab, schooner Henry Travers and one tug boat. The Agues went to sea at 7:30 P. M.

River Intelligence.

VICKSBURG, May 18.—Passed up—steamer Stonewall at 10 A. M., and the Alice Vivian at 11 A. M., and the Olive Branch at 1 and the Garret at 5 P. M. Passed down—Great Republic at 1, and the Liberty and barges at 2 P. M. River falling.

Financial Matters in New York.

NEW YORK, May 18.—Specie shipments to-day $1,081,000.

General Grant in Richmond.

RICHMOND, May 18.—Generals Grant, Thomas, and Ord, arrived here to-day from Washington.

Southern Relief.

NEW YORK, May 18.—The clerks in the postoffice in this city have given $650 to the Ladies' Southern Relief Association.

Domestic Markets.

CINCINNATI, May 18.—Flour and wheat dull. Corn quiet and dull, 92@95c. for No. 1 in elevator. Oats quiet at 72@74c. Whisky 30@32c. in bond. Mess pork dull at $22 50; bulk meats firm, 6@10c.; bacon steady; shoulders 9c.; clear sides 12c. Lard 12½c. Cheese dull at 12½c.

MOBILE, May 18.—Cotton market quiet; sales 700 bales; middling uplands 26c.; receipts 56 bales.

SAVANNAH, May 18.—Cotton easier; sales 200 bales; middling uplands 26c.; receipts 339 bales.

ST. LOUIS, May 18.—Tobacco is firm, and better qualities are slightly higher. Cotton firm at 24c. Flour dull and unsettled; prices drooping. Wheat flat, at $2 50@2 70 for spring. Corn firm and steady at $1 08@1 13. Oats steady, 88@90c. Pork steady at $22.-50@22 75. Bacon—shoulders 8½@9c; ribbed sides 11½c.; clear sides 12½c.; plain hams 12½c.; sugar-cured hams 15½@16c. Lard easier at 12½c. Choice steam whisky quiet at 27c. in bond.

NEW YORK, May 18.—Arrived from Liverpool, steamer Hanse. Cotton a shade easier; sales of 900 bales at 28 for middling uplands. Flour dull at 15@25c. lower; superfine State at $10 75@11 80; extra at $12 00@13 25. Wheat dull at 1@2c. lower. Corn opened firmer and closed quiet and rather easier at $1 30@1 33 for old and $1 23@1 25 for new mixed. Whisky firmer at 33@35. in bond. Mess pork dull and easier at $23 25. Lard steady. Naval stores steady and unchanged. Groceries quiet and steady. Freights dull.

GALVESTON, May 18.—The receipts of cotton for the week were 1882 bales; sales for the week 3233 bales. Prices to-day unchanged. Low middling 17½ good. The steamer Wilmington took out 907 bales. Gold steady at 135.

LOUISVILLE, May 18.—The markets are unchanged in every respect. Pork $22 25@22 75. Flour unchanged. Corn $1 07@1 10, sacks included. Tobacco—sales to-day: 142 hogsheads, ranging from $4 50 to $29 25 @100 25. Bacon and lard unchanged.

BALTIMORE, May 18.—Cotton quiet and scarce at 28@28½c. for middling uplands. Coffee dull; prime Rio scarce, 13½@14c., gold. Flour dull and nominal at yesterday's decline. Corn—sales at $1 19 for white, and $1 07@1 10 for yellow. Western mixed