New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES.

OFFICAL JOURNAL OF THE STATE OF LOUISIANA.

NEW ORLEANS, JUNE 5, 1870.

THE NEW ORLEANS REPUBLICAN HAS THE LARGEST CIRCULATION OF ANY REPUBLICAN PAPER IN THE SOUTH.

THE DAILY REPUBLICAN

May be had of the following dealers:

George Ellis, opposite the Postoffice.

A. Simon, 94 Exchange Alley.

J. C. Haley, 19 Commercial place.

C. G. D. Holle, 61 Exchange Place.

James Ennis, Pontchartrain Railroad depot, Third District, also at depot foot of Lafayette street, First District.

John Schafer, corner Ninth and Constance streets.

J. W. Long, corner of Love and Enghein streets, Third District.

W. R. Dirks, No. 34 Annunciation street.

Captain Burdeau, agent of the Mississippi Valley Transportation Company, dispatches the Atlantic and barges for St. Louis tomorrow.

We are having an exodus of special treasury agents. Mr. Lobdell left here last evening, and Mr. Kinsella will leave next Tuesday. Both of these gentlemen go to the West.

The Christian Association of Progressionists and Reformers will hold their regular meeting this morning, at eleven o'clock. It will be addressed by Professor Brozeen and others.

We are glad to learn that Mr. Arthur P. Perkins, of No. 26 Carondelet street, is largely interested in Mexican claims, and hope that he will realize handsomely from them. There is no one whom we should more rejoice to see the possessor of a fortune than Mr. Perkins.

The Sheriff will sell at auction to-morrow, at his warehouse, No. 74 St. Ann street, between Royal and Bourbon streets, Second District, to wit: At half-past four o'clock P. M., one piano, Pleyel, and at five o'clock P. M. a lot of household furniture and movable effects.

Assessments Nos. fourteen, fifteen, sixteen and seventeen—see special notice column. Death of Lawrence Schaeffer, Smith Broas, Eusebius Franz and Jacob Klein, payable at the office of the Mutual Aid and Benevolent Life Insurance Association of Louisiana, No. 120 Carondelet street.

J. Dejan, Jr., auctioneer, sells to-morrow, at ten o'clock A. M., at No. 408 Liberty street, First District, for account of succession of Thomas O'Hara, three floats, one dray, four mules, one horse, and four sets harness. Also, one lot of household and kitchen furniture, and one lot of jewelry.

This evening at three and a half o'clock the Robert E. Lee Base Ball Club will play a match game with the Pickwicks, at the Louisiana Base Ball Park. As the Lees stand A1 in base ball annals, lovers of the national game will naturally wish to be on the ground. The Carrollton cars run by the park.

Books of subscription for the remainder of the shares of the capital stock of the Calcasieu Sulphur and Mining Company are now opened at the office of the treasurer, Mr. Alexander Bonneval, No. 18 Carondelet street. The terms of subscription are easy and liberal, and the stock is certain to be a profitable investment, from which large dividends will be realized. See advertisement.

There will be a very important meeting of the German Republican Veteran Club at the Temperance Hall on Josephine street. See advertisement in another column.

This club has a very good prospect, and an important mission to perform among our German citizens. We admire the bold stand it has assumed in our national politics, and adherence to the principles for which they fought during the late war.

We advise every German veteran to join such an organization.

C. C. Haley sends us this week a most attractive variety of choice Sunday reading, including Mrs. C. E. Brown's Album of Fashion, a London publication; the London Illustrated News, and the Graphic; also the Chimney Corner, Harper's Bazar, Appleton's Journal, the Overland Monthly, the XIX Century, European Mail, Rural Carolinian, the Southern Cultivator, Southern Farmer, New York Ledger, Scientific American, Turf, Field and Farm, and a large number of favorite weeklies; for sale at 153 Poydras street, and 19 Commercial Place.

At no season of the year do we watch with more eagerness the movements of our laughing, merry-making young ladies than at this moment, for they point out to us the avenues of enjoyment, and we are now just old enough to know that without their bright faces we become great bears and boars to ourselves. The Fete Champetre to be given at the Carrollton Gardens on the seventh promises to us a recreation that will go far to alleviate the oppression of the hot season. Under the management of ladies who know what is good cheer, and how to provide for one's comfort, we bespeak a pleasant reunion to many now panting for what has thus been so bountifully provided for them.

SIXTEENTH ANNUAL STATEMENT OF THE MERCHANTS' MUTUAL INSURANCE COMPANY.—We publish this morning the sixteenth annual statement of this staunch insurance company, which contains many interesting points for our merchants and other insurers. It appears that the company has earned during the year ending May 31, 1870, $942,452 55, out of which they have cleared a profit of $471,995 06, after paying all expenses, losses, taxes, etc. The assets are $1,014,663 96, of which $382,790 08 is cash, and the balance in "gilt edge" securities. We hardly think that even the most unreasonable patron of this institution would find it in his heart to grumble after such a magnificent showing as this. Just think, nearly a half-million of dollars made in one year by the company. It speaks volumes for the energy and business talents of its president, Mr. Paul Fourchy, and Mr. G. W. Nott, secretary. But this is not all the interesting matter contained in the statement before us. The board of directors have resolved to pay a scrip dividend of fifty per cent. on last year's earnings, for which certificates will be issued on the first day of August next, and to pay, on and after the first Monday in July next, the whole issues of the years 1861 and 1862, and six per cent. interest on all outstanding scrip of the company.

THE ALLEGED "KIDNAPPING AT SHREVEPORT, LOUISIANA."

A short time since a sensational article appeared in the "*Southwestern*," published at Shreveport, Louisiana, announcing that one T. H. Ballowe, of that place, was surrounded by four men, who with drawn revolvers informed him that he was under arrest; and who then escorted him to the Barracks, at Military Headquarters, from whence he was taken, at about midnight of the same day, under military guard, on board the steamer "La Belle," bound for New Orleans, and then placed in irons; the parties making such arrest refusing meanwhile to give the prisoner any information as to the cause of his arrest. The statement was followed by the usual stereotyped denunciations, of arbitrary arrests in general, and the one referred to in particular. We have briefly alluded to the article before, but are now in possession of all the facts in the case, which are substantially as follows:

On the first of April last, Hon. S. J. Conklin, Supervisor of Internal Revenue, for this State, received information tending to show that there were parties in Shreveport engaged in removing revenue stamps from empty tobacco caddies and whisky barrels, and selling them, at a discount, to be used again. Measures were immediately adopted which, it was believed, would lead to the detection of the guilty parties. Everything worked charmingly, and upon the arrival of the Supervisor in Shreveport, on the twenty-seventh day of April last, he received information which made the chain of evidence against Ballowe so complete that a reasonable doubt could be no longer entertained of his complicity with the fraudulent use and sale of internal revenue stamps for whisky and tobacco. While awaiting the arrival of a warrant issued by Commissioner Urban, of this city, for the arrest of Ballowe, the Supervisor received information from parties who were "shadowing" Ballowe that he was preparing to leave the city, upon which the Supervisor requested the captain commanding the company of United States troops stationed there to arrest Ballowe and hold him until the warrant, then hourly expected, should arrive. Ballowe was arrested about dark on the evening of April 29, and taken to the barracks, but no revolvers were drawn upon him, or even exhibited, nor was he treated with violence or rudeness, in any particular. The steamer "La Belle" was lying at the wharf, and would leave for New Orleans about midnight, and no other boat was expected to leave under two or three days. Between the time of the arrest of Ballowe and eleven o'clock of the same evening, the Supervisor received such information, and saw such demonstrations, as satisfied him that if he remained there until the next day with the prisoner, an attempt would be made to rescue him, and, though it could not probably be done in the face of the military there, arrangements could easily be made to accomplish that purpose at some of the landings down the river.

In the emergency, the Supervisor did just what any prompt and thorough officer should and would have done. He took the prisoner from the barracks and put him on board of the steamer, as she was ready to leave, taking with him such assistants as were necessary for the safe keeping of the prisoner.

The story of the *Southwestern* that Ballowe was tied, or put in irons when put on the boat, or at any other time, is untrue in every particular, as was also the allegation that the prisoner was left uninformed of the cause of his arrest. Ballowe himself states unhesitatingly to all with whom he has conversed on the subject that from first to last he was treated by the Supervisor and his assistants with all the kindness and courtesy that was consistent with the relations in which he was placed, and that the Supervisor improved the first opportunity after they met to explain to him the cause of his arrest.

Notwithstanding the lateness of the hour when Ballowe was placed on board the boat, information of his removal was noised about and a squad of armed men was raised and sent across to the landing below the bend to rescue him, but fortunately reached it too late to accomplish their purpose. They then telegraphed to Baton Rouge to have the prisoner taken from the officers when the boat should land at that place, but the boat did not land there, and thus they were again foiled.

The course pursued by Supervisor Conklin in this matter, will receive the hearty commendation of all persons who desire a thorough enforcement of the revenue laws. Had he done otherwise, the probabilities are that the prisoner would have been rescued, and another scene of blood would have been added to those which have so recently occurred in the northwestern part of this State.

A spirit of barbarous lawlessness is being manifested in Shreveport, that good men of all classes can but deprecate, and which will, if persisted in, result disastrously to those who participate in it, or who, by their silence, encourage it. A few days subsequent to the arrest of Ballowe, Assistant Assessor Flood, of Shreveport, was notified, by a Ku-Klux communication (with the usual emblems of mortality), that he must leave that city; this was followed by the stoning of his house, breaking in the windows thereof, and endangering the lives of its occupants, and compelling him to send his wife to this city for safety. The business place of Deputy United States Marshal Harking was entered, and his small stock of goods either destroyed or thrown into the streets, and his life threatened if he should return to that city.

We understand that Supervisor Conklin will apply to the War Department for authority to use the military to assist and protect the revenue officers in the discharge of their duties whenever it shall appear necessary so to do. He is determined that the revenue laws shall be as fully and fairly enforced in the Third District of this State as elsewhere. He has made such representations to the United States District Attorney and the Judge of the United States Circuit Court as will result in the appointment of a court commissioner at each of the important collection points in the State, which will greatly facilitate the prompt prosecution of parties violating the internal revenue laws. The United States Marshal will also have a competent deputy in each place where a United States Circuit Court Commissioner is located.

THE CAUSE OF IRISH DISSATISFACTION.

The actual state of Ireland—the magnitude, misery, fierceness and desperation of her population, the violence of her leaders and the fury of the contending factions to which she is a prey—ought, if anything can at the present time, especially to excite the earnest and anxious attention of the people of Britain. Centuries of oppression and misgovernment have generated a deep-rooted and cordial hatred of the English name and nation in the minds of the vast majority of the Irish people, have depraved and vitiated their characters, and fitted them for the commission of every crime. There are, at this moment, from six to seven millions of peasants scattered over the surface of Ireland; and, while this mighty and rapidly increasing mass is sunk in the most abject poverty—while it has no property to protect, no venerated institutions to defend, and nothing but injuries to redress and wrongs to avenge, it is ready to engage in any scheme of combination and blood, as we have recently observed across the Canadian frontier, and in Ireland at the "rising fiasco" of 1866.

Is not this a state of things that calls loudly for inquiry? Is there any man so blind and bigoted, so stupidly attached to antiquated prejudices and errors as to continue to lend his support to a system productive of such baleful results? Is not the experience of nearly five centuries sufficient to convince the people and Parliament of England that it is not by mere brute force, by penal laws and insurrection acts, that the peace of Ireland and Canada is to be secured and the foundations of the former country laid? The period has at last arrived when it is certain that measures of a decisive character *must* be adopted with respect to Ireland; and we are bold to say that the integrity, and for that reason, the fate of the British Empire depends on the nature of these measures. If the English government acts on liberal principles, it is not yet too late to repair the faults and follies of which they have been guilty, and to make Ireland the best bulwark. But if they resolve to abide by their present system, if they are determined to treat *five-sixths* of the people as an inferior and degraded *caste*, and to uphold and cherish all the gross, flagrant and scandalous abuses with which every part of the internal administration of the country is infected, we must expect to see every species of outrage redoubled, and the flames of civil war rekindled with increased fury and raging to an unprecedented extent.

If the people of England are really desirous of attaching the people of Ireland to their government, they must render it advantageous to them. The peasantry must know and they must *feel* that they are protected by the law, that they have a *stake in the hedge*, and that every avenue to power and emolument is open to their ambition. If they be treated thus they will be attached to English interests; if not, they will be alienated still more, the existing breach between the two countries will be gradually widened, and British ascendancy will depend entirely on the number of bayonets.

But even this resource, miserable and humiliating as it is, is one on which no certain reliance can be placed. The whole disposable revenue of Great Britain will most probably be found insufficient for the maintenance of an army capable of retaining a population of six or seven millions, who have everything to gain and nothing to lose by revolution in a state of unwilling subjection. But supposing this to be possible in a period of peace, and when the whole power of England can be directed to this one object, it would be no easy matter to exaggerate the addition which the disaffection of the Irish peasantry and Fenian brotherhood in America must make to English difficulties and dangers in a period of war. Had Humbert, when he made his descent on Ireland in 1798, been accompanied by 10,000 instead of 1000 French troops, and been furnished with 50,000 or 100,000 stand of arms, there would have been an end to the English government, and the tri-colored flag would have floated as triumphantly over Dublin as it did over Berlin and Vienna. But the numbers and the exasperation of the people have been prodigiously increased since 1798. And if the English do not totally change their conduct it is certain that, whenever they are involved in war, either with France or any other power they shall find their bitterest foes and their most zealous and devoted allies in the people of Ireland at home and abroad.

SABBATH MARKETS.

Suppose the markets should be closed on the Sabbath, who would be harmed? If the vote of the keepers of the stalls was taken, they would be found in its favor, for, from year to year, they have no Sabbath. The keepers of drinking saloons would be in its favor, almost unanimously. Who, then, would be harmed?

The givers of fine dinners evidently fear a restriction on their feasts, but the givers of fine dinners, albeit they may forget the command which says "thy man-servant and maid-servant shall rest as well as thou," can preserve their fine dinners in their ice-box from Saturday. There are in this city those whose conscientious scruples will not permit them to patronize markets on Sunday, and though they have to select from the refuse of the week on Saturday and from the Sabbath gleanings on Monday, and yet, so manage, having the will, to find the way for setting forth an elegant table on Sunday without prejudice to their servants or themselves. We even know a lady with a house full of boarders who managed to keep her Sabbath and yet give her boarders entire satisfaction with her Sunday dinners.

Give a man a good dinner and you can dine off him, but touch his stomach, even in anticipation, and how he will howl. But ask the market men and you will find that to a man they would vote for markets closed on Sunday, that they, too, might have one day of rest in seven.

THE MISSISSIPPI RAILROAD INTEREST.

We devote a portion of our space this morning to the interesting and instructive speech of Mr. Landon, member of the Mississippi Legislature from Vicksburg, upon the general railroad bill. The interests of Louisiana are so closely allied to those of our sister State, in railroad as well as other matters, that whatever will benefit the one can not fail to have a corresponding influence on the other. And we are glad to see this evidence on the part of the people of the great commonwealth to the east of us of turning their attention to this matter. Mississippi is very much in need of facilities for inland transportation. The few roads now in the State bear no proposition to the immense resources of her rich cotton lands which abound throughout its entire limits. The Vicksburg *Times*, from which we take Mr. Landon's speech, very properly comments upon the subject as follows:

If we do not construct these means of communication speedily Memphis and New Orleans will do so, and while we are napping in fancied security they will obtain control of the commerce which nature designed should come here, but which superior industry and enterprise will enable them to completely master, unless we bend all our energies to the task of extending our present lines of communication and the building of new ones. Under the proposed general railway act the delays and expense incident to procuring a charter will be done away with, and the field left open to healthy competition.

ON CARONDELET STREET.

There is a popular belief that firing a cannon over the water, within which a drowned man lies, will bring his *corpus* to the surface. The shot fired Friday evening, by Mr. Counsellor Hornor, brought up the sinking Slaughterhouse Company, and though the stock is not as bright as before the immersion, it looks as well as could be expected, and its friends say that sicker children have been reared to profit.

The *coup d'etat* of the Slaughterhouse Company of Friday afternoon has succeeded to admiration. Sudden and bold, it was just what the crisis demanded as far as the street was concerned. In this column we no not pretend to discuss the legal weight of the various measures taken by the combatants in the great contest between the butchers and the Slaughterhouse Company. The effect of the movements of the parties concerned upon the money value of the stock, is all we have to do with, and, in all conscience, it is enough, during the heated term to report results without probing too deeply for ultimate causes. If the parties who hold large amounts of Slaughterhouse stocks had desired to save them from the sudden depreciation forced by the recent ruling of the United States Circuit Court, no more ingenious method could have been devised than the grand *coup* to which we have just referred. The only thing surprising about the matter is, that the Slaughterhouse people didn't take advantage of their information on Friday, and speculate on the coming rise; for that a rise was to come no one could doubt after understanding the terms of the new injunction. Perhaps the parties possessed of the requisite information were too tender-hearted to inveigle their friends by betting on a certainty, and perhaps they were not in position, financially, to avail themselves of their advantages. More stock added to that in their hands might have been "a sum of more to that which was too much." However, a good deal was done in Slaughterhouse, and we can report the following as yesterday's transactions: Early in the day, 100 shares at $25 75, and 100 at $26; later, three lots of 100 shares were sold at $27; two lots of same amount each at $27 50; 200 at $27 25, and two lots, of same amount each, at $28; 400 shares were sold Friday (not reported) at $25; buyers' option four days, flat. Toward afternoon the price weakened decidedly, and at night the stock was not very strong at $27. How the stock will stand Monday it is impossible to say under the present aspect of affairs. It offers as good an opportunity for "going it blind" as is often presented.

In another column will be found a card from Mr. Brott, president of the Ship Island Canal Company, which will well bear perusal. It sets forth in a clear and succint manner the objects of the company, and deserves careful attention. Mr. Brott does not set forth any statement of the means at his disposal to carry out the objects for which his company has been created, but there are very satisfactory rumors afloat on that head. Just now the stock is horribly down; 400 shares were sold yesterday at $1, two lots of 500 and one of 1500 at ninety cents. The stock closed at ninety cents bid to $1 asked.

The holders of Valley Levee talk quite confidently about their prospects. Early yesterday, 50 shares were taken at $9 50, but the impression late in the day seemed to be that the stock was worth more than the price we have quoted.

Two hundred shares of Loan and Fund were offered yesterday at $34. So admirably has this institution been managed, and the standing of its managers is so high for business capacity and integrity, that with the extensive franchises of the association, it is difficult to understand why the stock should not go nearer to par ($50). We are satisfied that the offer quoted was *bona fide*.

The week's work has been far from satisfactory. A few parties have made very handsomely from the fluctuations in Slaughterhouse, but outside of gold and exchange, there has been little of legitimate and profitable business upon the street. From day to day the brokers have given themselves up to frantic efforts to understand the various aspects of the Slaughterhouse cases, to the exclusion of almost everything else. If the street succeeds in mastering the numerous legal problems suggested by these suits, it will do more than a great many of our lawyers are able to accomplish. One thing is certain, a big pile of damages and costs is accumulating for somebody, and it may be a couple of years before the unfortunate victim is judicially designated.

EXTRA INDUCEMENTS

TO

PURCHASERS OF DRY GOODS.

My stock being rather larger than necessary at this season of the year, I am anxious to reduce it. To that end, I will offer

EXTRA INDUCEMENTS

To purchasers during the remainder of this month. My goods are all fresh and new, and well bought, and embrace complete lines of

WHITE GOODS OF EVERY DESCRIPTION, and at all prices.

In Swisses, Mulls, Checked, Striped and Plain Nainsook, I am particularly well supplied, and will offer rare bargains.

Also, in Irish Linen, of ordinary as well as very superior qualities, have I an abundance, and will sell very cheap.

In Hosiery I am well fortified, and can stand a protracted siege.

Nor can I be easily routed from my strong position on Linen Cambrics, H. S. and T. D. Handkerchiefs, Corsets, Patent Valencinnes Laces, Embroideries, Infant's Robes and Waists, etc.

For travelling Dress Goods, I offer, perhaps, the finest stock of black and colored Alapacas in the city. Black Alapaca always having been a speciality with me, I am well sustained by my present stock.

Shirt Bosoms for the millions, from fifteen cents, in pure linen, up to one dollar each.

And my reserve corps of pure Linen Lawns have never been beat or equalled by any in the field.

Comprising as it does, an array of 12,000 yards in innumerable styles and colors, very fine and sheer, at thirty-five cents. Also a large stock of those new style brown and buff Linen Lawns. For further particulars call on

S. G. KREEGER,

595 and 597 Magazine street, corner St. Andrew.

je5 1t2dp

DR. HUNTER

ON

CONSUMPTION.

In this terrible disease, which should, from its very nature, and the mystery that has been allowed to accumulate around it, invite the closest scrutiny and care of the physician, a course of treatment has been pursued by medical men, as we conceive, at total variance with the dictates of reason, experience, and the best established principles of the healing art, and for a disease having its locale in the lungs, medicines have been prescribed in such a manner that they expend their action almost wholly on the stomach and general system, without in any other, than a very secondary and subordinate degree, influencing the destructive changes going on within the lungs.

There are no established principles of treatment. Physicians of equal reputation and equal experience recommend, at one and the same period of the disease, medicines of the most opposite qualities; and each persists in a daily routine, the injudiciousness of which is condemned by a thousand deaths, and unsupported by a single cure.

If universal failure will prove the falsity of any remedial means, then, indeed, the falsity of the treatment of consumption by remedies administered through the stomach, has been as clearly and incontrovertibly demonstrated as any error possibly can be.

The most learned and experienced physicians, while admitting the curability of consumption, have accomplished no more than a temporary palliation! The ignorant and inexperienced, while they side with the erroneous popular conclusion that the disease is incurable, yet tender their advice and assistance to patients! Why? let it be asked. The motive is two-fold. Disregarding all considerations of humanity, they desire the profits of attendance, and at the same time to bury in the graves of their patients all reflections on their own want of skill. They pursue the heedless and disreputable course of deceiving their patients to the very brink of the grave, to which their own injudicious ministrations are hurrying them; designating as a "mere cold" or a "slight attack of bronchitis," symptoms which, if not wholly ignorant of, they must know, can only spring from the inception of a disease which, despite any means they are employing must soon hurry their patients to an untimely grave. They cling to their patients until the latter, under the influence of the "hope deferred that maketh the heart sick," verge toward entire despondency. When the advice to "visit the country," to "take a sea voyage," or to "go to a warm climate for a season," is the stereotyped soother of all complaints that may have escaped their lips. "You will be better in the ensuing spring" is also a prepared comfort of these kind hearted physicians. But, alas! for those whom they delude thus far. The "country" referred to is that which lies beyond the grave; and the "spring" the season that cometh not until

"Life's fitful fever is over.

The view that consumption is essentially incurable has certainly been well sustained by its universal fatality under the treatment usually employed; and I must confess that had I no resources save "cod liver oil," "counter irritation," "cough mixtures," and "change of climate," and if the same principles were to govern my treatment that have hitherto directed to such disastrous results, I, too, should have little hope. But I have other resources than these, and other principles more consonant with nature, under the influence of which fresh oil is poured into the waning lamp of life, and hope revived again in the drooping heart.

In abandoning the old beaten path, neither the patient nor physician gives up anything, except it be the certainty of a fatal issue for a chance of escaping from it. Some time ago I recollected opening the work of a celebrated writer on pulmonary disease, to see what treatment he recommended, and found it summed up in the following words: "Allay local irritation by opium, diarrhœa by astringents, and night sweats by mineral acids; and finally, solace the close of life by attending to the immediate comforts of the patient!"

The close of life is, indeed, a very natural termination of such a course, and the only one which any body could reasonably expect to result.

The treatment of consumption by medicated inhalation, is no longer a new idea, and that it will cure where all other means have failed is an established fact.

It is not, however, to be expected in a disease of such inveterate character, seen for the first time in the second stage, and often only in the third stage, that recovery will always be rapid, or that discouragements may not sometimes occur. This is the case with all chronic diseases. Many recover from a state of great feeblenesss and emaciation, very rapidly, others more slowly, and some only after the treatment has been a considerable time persevered in. The age of miracles has passed—in our day we are compelled to work by means, and those means can only prove successful when properly and perseveringly employed, but I do claim that when the disease is taken in its early stage, a successful issue can almost invariably be expected from the inhalation treatment.

I can not too highly condemn the foolhardy practice of many of those who are now sufferers from diseases of the lungs—who, seeing their friends under this treatment, sit down, doing nothing for themselves, to await the result, and often even then will not stir until they have waited to be sure that the cure is permanent. Suicidal madness! Do they not realize that each day but adds to their disease, and renders cure more difficult. Do they not know that an affection which is to-day curable may, in a few weeks, pass beyond the reach of all medicine, and carry them to their graves, when they might, had they but exerted themselves, enjoyed the blessings of life and health for years to come.

Were the expenses attendant upon the treatment large, or were the means employed irksome, or did they interfere with the patient's business, there might be some slight excuse in many of these cases for this delay and dallience, but where none of these obstacles arise the patient can have none save himself to blame if he finds that day by day he sinks until at last he passes beyond the reach of all human aid!

Having proved that consumption has been again and again cured, and by evidence of the most positive and indubitable character established the frequent occurrence of such recoveries, I feel that this vexed matter should be considered as placed forever at rest. It may be excusable for those who have not had much experience in the chamber of sickness, and even for creditable old matrons who have spent their lives in nursing the sick, and yet, throughout that long period, have not known one case of recovery, though they have administered the nostrums prescribed by a score of learned doctors, it may be excusable, I say, for them to deny the curability of consumption; but for physicians to do so is without palliation. If they believe it to be incurable, then are they ignorant, and for ignorance such as this, where life is at stake, the largest charity has no excuse to offer. If they, on the other hand, believe it curable, and yet deny such to be the case, because they know not the means, then are they false to their professional brethren whose treatment has been attended with more success—false to the profession to which they belong—because they deny what it has proved—and false to their patients, whom they deceive until the disease has reached a stage when deception is no longer possible, and then proclaim its hopeless character, weakening the last hold of their patients on life, and depressing the mind to utter despair.

If you are invalid, there is a safe rule to guide you in your judgment, and one to which the physican has no right to object. It is this—you have diseased lungs, and to attain recovery, are about to seek medical advice. Among the physicians of your acquaintance there may be some who do not believe consumption can be cured. Flee from such as you would from certain destruction, from the embodiment of all evil. Had one patient, by their administrations, been rescued from the grave, this unbelief would vanish, and the physician who, during his practice, has not saved one, is an unsafe pilot through the storm on the troubled sea over which the consumptive must pass. On the other hand, those who admit the curability of consumption should be able to point to their success—should be able to refer to those whom they have been instrumental in rescuing from the grave after unequivocal symptoms of this terrible malady had proclaimed themselves.

K. B. HUNTER, M. D.,

No. 165 Canal street.

New Orleans, June 4, 1870.

NOTE.—Dr. Hunter devotes his entire attention to the treatment of diseases of the throat, lungs and heart, and can be consulted at his office, No. 165 Canal street, daily, from nine to four (Sundays, nine to twelve). je5 1t

M. FEHRENBACH,

IMPORTER OF

PLEYEL, ERARD AND BORD PIANOS,

58 Baronne Street,

Has received, by late arrivals, a fresh supply of the above Pianos; also, American Square Pianos, for sale at low prices.

Pianos taken in exchange. Repairing and Tuning done at the shortest notice.

M. FEHRENBACH,

mh15 2m 2dp 58 Baronne street.

THE SHIP ISLAND CANAL COMPANY

TO THE PEOPLE OF NEW ORLEANS.

As very great misapprehensions exist in the community in regard to the intentions of the New Orleans and Ship Island Canal Company, and with reference to the act, approved March 16, 1870, relative to the draining of swamp lands contiguous to the city, and concerning the aid granted to complete the Canal, I have deemed it proper to make the following statement:

The charter under which we are organized was granted October 4, 1868. It authorized the construction of a ship canal, commencing at a lock on the Mississippi river, above Carrollton, running thence to the Rigolets and Ship Island.

The object of this enterprise is, first, to deepen Bayou St. John and the middle ground at each end of the Rigolets, so as to admit vessels of all classes engaged in the Gulf coast and West India trade; and eventually, through government aid, to enlarge the same to admit the passage of vessels of the largest draft; the navigation to be free of toll, where the improvements are made through the public waters. For nearly forty years efforts have been made to lessen the bars and increase the depth of the channel at the mouth of the river, and after expending millions of money, we find the channel with less water than at the date of commencement of this endeavor say about the year 1832.

During this period of about forty years, there has been a loss to commerce, by the detention of vessels and cargoes at the mouth of the river, according to an estimate made by the Chamber of Commerce, of one thousand dollars a day, which amounts to the enormous sum of fifteen million dollars! This is not an exaggeration. The Governor, in 1867, in his message to the Legislature, states that twenty-one vessels were then detained at the bar, with sixty-seven thousand bales of cotton. The New Orleans Times estimated the loss by these detentions alone at four hundred and fifty thousand dollars. The Chamber of Commerce has reported that last year the detention and loss were much greater during a single month. General Humphreys, Chief of Topographical Engineers, United States Army, in his official report, states "that the annual deposit of earth carried to the sea by the Mississippi River is 750,000,000 cubic feet, or a mass equal to a superficial extent of one mile square, twenty-seven feet thick;" which statement gives some idea of the magnitude of the work to be performed annually to keep open a channel through the passes. We find also other difficulties, which the deepening of the passes will not obviate, and which must be overcome, to enable New Orleans to compete with other large seaport towns. The city now must be approached by the Mississippi River one hundred and twenty miles from its mouth. This long distance for towing against a strong current, in a tortuous channel, makes this port one of the most expensive in the world. In the January number of De Bow's Review for 1869, we find on this subject the following calculations (omitting the items of charges, as they are the same in each case): "We will take, for the sake of comparison, the three ports (Boston, New York and New Orleans), estimating the charges on a ship of one thousand tons, drawing fifteen feet of water.

At New York the charges are	$775 00
At Boston the charges are	569 50
At New Orleans the charges are	2,285 00

Thus it is seen that the charges in New Orleans are three times greater than in New York, and four times greater than in Boston, which, upon the ocean tonnage of New Orleans would amount to several millions annually. In the April number of the Review we find a communication from a committee of the Chamber of Commerce, suggesting subjects for legislation, which states, under the head of towage: "This obstacle is represented by a charge upon sail vessels equal to one and three-fourths dollars per ton, or an aggregate of about $1800 upon a sail vessel of 1000 tons entering and departing from the mouth of the Mississippi river."

The facts above stated led us to consider if another route to the sea might not be opened to commerce, which would obviate the many obstacles, and the enormous burdens which have hampered the commerce of this city, till it has become an object to ship a large portion of products by rail to New York from Vicksburg, Memphis and other points, formerly tributary to New Orleans. It now costs to ship a bale of cotton from New York to Liverpool, $1 56, in gold; to ship a hogshead of tobacco $4 20 to $4 80. From New Orleans to the same port, cost $5 per bale, gold, for cotton, and $9 60 per hogshead for tobacco. This is an immense disadvantage to our port, in competing for any branch of the Western trade, and must tend, sooner or later, to draw away cotton.

The harbor of Ship Island is distant from this city about seventy miles, from which an arm of the sea extends to and along the border of our corporate limits, so that on one side of the city we have a river front and on the other a lake front. The channel from the mouth of the Bayou St. John to Ship Island, for three-fourths of the distance, averages eighteen to twenty feet in depth, and for the other fourth it varies from seven to twelve feet with a mud and blue clay bottom. The channel on this route is on the direct line of the tidal currents. (See United States coast survey maps.)

The entire practicability of deepening the channel through the middle ground east and west of the Rigolets is set forth in a communication to the Governor by Messrs. Bailey, Beauregard, Bragg and eight other civil engineers, and also in another communication to the Governor, referred to in his veto message of March 2. The deepening of this channel for commerce was recommended by the justly celebrated Civil Engineers, Messrs. McCulloh, Sulakowski, Bell, General Jeff Thompson and twelve others of like ability, embracing nearly all the engineering talent of the State.

Governor Humphreys, after examining the subject, stated that there existed no difficulty as an engineering question, to making and keeping open a channel for large ships, from this city to Ship Island. He declared that what was considered difficult to be accomplished twenty years ago, is made easy and certain now, by the use of improved machinery. He cited the canal in Lake St. Clair as proof; it being a submarine canal, excavated in the middle of the lake, and as having been in use (at the time of this statement, two years ago) for upward of twelve years without further dredging. We claim that the route to Ship Island possesses the following advantages over the river route: First—It will reduce the distance to the Gulf over the river route, one half. Second—It will increase the wharfage of the city to any extent desired, and be more convenient than river wharfage and much less expensive. Third—It will reduce the charge of towage to and from the Gulf at least one dollar per ton, amounting to more than a million a year. Fourth—It will enhance the value of real estate in the swamp district many millions of dollars. (See State Documents 1867, Engineer's report.) The route of this canal, according to the amended act of March 16, 1870, starts from the Parapet, thence running between the Metairie Ridge and the river to Bayou St John, thence to Lake Pontchartrain, through the lake and Rigolets to Ship Island. The money derived from the drainage fund is first to be deposited with the State Treasurer as fast as collected, to insure which collection a bond, approved by the Governor, was executed by the Company, as required by law, in the sum of seventy-five thousand dollars. The funds so deposited are only to be drawn out upon the warrant of the State Auditor when vouchers are produced that the amount has been expended as required by the act, which provides, first: That the company shall construct a protection levee, enclosing the cities of Carrollton, Jefferson and New Orleans; said levee to be two feet above high water mark, and to be constructed on a line recommended by special board of engineers, appointed by the city of New Orleans, December 3, 1868: "To mature and recommend some general and harmonious plan for the present and future drainage of the city of New Orleans." The company would necessarily have to dig a canal along this levee. They are required to excavate other drainage canals; to construct powerful drainage machines, and to operate the same, etc. The aid granted the company to deepen the middle grounds in the lake and sound is confined to State lands, and is distinct from the drainage assessment, which, under the law, is to be applied exclusively to the protection and drainage of this district, created by the law of 1870, and which includes the three former districts.

We claim that the plan prescribed by the law of 1870, placing the drainage of the swamp lands under the control of the company, in connection with the State Auditor and State Treasurer, much more judicious and safe than the system created by the law of 1858, where, instead of one, there were three districts, with five commissioners for each. Each district had to have officers, clerks, engineers, collectors, etc., and, worse than all, no responsibility was provided for anywhere; no one had any supervisory power, and there were no safeguards. In consequence of which, according to the report of the special committee of the Legislature, during September of 1868, large sums of money have been embezzled, and money taken as salaries where expressly prohibited by law. (It is but just to state that these charges do not apply to the gentlemen now claiming to be Commissioners). It was naturally considered by the Legislature a very defective system. We claim that we have been unjustly assailed, our motives misrepresented, the law mis-stated, and that we have been untruthfully charged with attempting to put millions of money in our own pockets, at the public expense. The fallacy and injustice of all these assaults will be apparent to any person who will take the trouble to read the law. The cry of "stop thief" sometimes operates very well as a diversion, but must eventually recoil on the parties at fault.

We shall trust to a more full vindication of our designs when active operations shall prove our sincerity and correctness. We met our adversaries and contested our legal rights with the Nestor of the Bar, and a half dozen learned associates, in the Fifth, Seventh and Eighth District Courts, and in all the suits judgments have been rendered affirming our rights and the constitutionality of the law, so far as the points at issue were involved. But as we have to contend with parties who can appropriate and divert money collected for drainage to keep themselves perpetually in office, they can well afford the expensive amusement of appealing from the decisions of the courts, and we must await and "bear the whips and scorns of time, the oppressor's wrong, the proud man's contumely, the insolence of office, the law's delay," etc.

GEO. F. BROTT,

President of New Orleans and Ship Island Canal Company.

A CARD.

NEW ORLEANS, LOUISIANA, May 12, 1870.

John Davidson, Esq., President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—Hereby I acknowledge in behalf of Mrs. LENA SCHAEFFER to have received on the twelfth day of May, 1870, the sum of Twenty-Four Hundred and Thirty-Five Dollars, being the amount due on Life Policy upon the life of my deceased husband, Lawrence Schaeffer, who died in this city on the sixteenth day of March, 1870. Accept my thanks for prompt payment.

Very respectfully,

J. H. KELLER,

je5 11 12 2dp Office—110 Gravier street.

A CARD.

NEW ORLEANS, LOUISIANA, June 2, 1870.

John Davidson, Esq., President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—I hereby acknowledge to have received from the Treasurer of the Mutual Aid and Benevolent Life Insurance Association of Louisiana the sum of twenty-six hundred and seventy-one dollars, being the amount due on Life Policy No. 778, issued to my deceased husband Eusebius Franz, who died in this city April 27, 1870. Accept my thanks for your prompt payment.

Very Respectfully,

MARGARET FRANZ,

je5 11 12 2dp No. 226 Poydras street.

A CARD.

NEW ORLEANS, LOUISIANA, June 4, 1870.

John Davidson, Esq., President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—I hereby acknowledge to have received the sum of twenty-seven hundred and fifty-four dollars, being the amount due on Life Policy No. 458 upon the life of my deceased husband, Jabob Klein, who died in this city on the thirteenth of May, 1870. The great benefits offered by your association certainly merits the attention of all who have not become members,

Yours respectfully,

CATHERINE KLEIN,

je5 11 12 2p Corner Camp and Melpomene streets

A CARD.

NEW ORLEANS, LOUISIANA, May 21, 1870.

Mr. John Davidson, President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—Allow me, in behalf of my sister, Mrs. Carrie M. Broas, wife of Smith Broas, deceased, to acknowledge the receipt on this, the twenty-first day of May, 1870, the sum of twenty-six hundred and fifteen dollars, being amount due on Life Policy No. 2410, upon the life of Smith Broas, who died in this city April 15, 1870. The prompt payment made by the association