New Orleans Republican.

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LINES

Suggested by Reading Burns' Poem, "Man Was Made to Mourn," and Read at the Annual Examination of the Girls' High school of the First and Fourth Districts.

BY SALLIE M'ENERY.

It is not so. Oh? can it be
That "Man was made to mourn ?"
And was he given a tender heart,
That 't might be lightly torn?
And do the fleeting hours of youth,
By many oft mis-spent,
Give any force unto the thought
That man for woe was lent?
And does the fact of follies wild,
And passion's vile thaft burn,
Prove unto us that nature's law
Is "Man was made to mourn."
True, gazing on man's happy prime,
On man's meridian, might
Our hearts exclaim, he surely is
A being of delight;
But gazing on th'unsteady verge,
When trembling, frail and worn,
Oh! is there then no happiness,
For him by age bowed down?
And does the devious hand of fate,
Despite God's fixed plan
Bequeath for pride, unworthiness,
An unmixed joy to man?
And do the numerous pains and woes,
By nature's hand made ours,
Prove all of man's uncertain days,
Are made of mournful hours?
And if the heartless lordling sends
The poor man from his door,
Must he, with wife and children mourn
The misery of his store?
And if he's been a slave to man,
And with a freeman's soul,
Must he in sadness tread his path,
And think it has no goal?
Alas! is Death, grim harvester,
The kindest friend we own,
Has he a single power to give
Relief to those who mourn?
Oh, no! Death is an anguish cup,
Or messenger of life,
To free those souls, tho' worn with care,
Have cheerful lived the strife.
And has the aged care-worn one,
No calm desire to live?
No hope in future blessings,
To all who will believe?
And he, poor man, scoffed by all,
Despised and trodden down,
Has he no *joy* to think the day
When he will wear a crown?
And he, the poor, oppressed slave,
With burning soul of pride,
Has he *no* happiness to think
He bore't who for me died?
And does it not our Maker rob
Of his most gracious name,
To deem all creatures he has made
Beings of woe and shame?

No! God of Mercy! Father! King!
Enshrined on mercy's throne,
Thou hast not made a world so fair
For soulless worms to mourn.

[Written for the New Orleans Republican.]

POETRY.

There are but few who do not possess the finest of all instincts—the poetic sense. We all indulge in visions which bestow rapture on passing hours; we all weave fancies which are as varied as the clouds at sunset; we all revel in dreams which, aurora-like, throw kindling gleams of pleasure on our every pathway. Years have waned since mythologists created poetry. Centuries have passed since a Bible was given as the highest type of poetry—highest, because divine. The shores of time have been covered with the wrecks of Empires, and yet poets have been born, whose names, like the amaranth, will be surrounded with eternal bloom. Through poetry have been transmitted legends, which, like Egyptian pyramids, are heralds of plains which long since ceased to echo the footsteps of their voiceless thousands. At poetry's bidding, we linger in the sunbeams at Calypso's isle or stand with hushed breath at Thermopylæ. At one sweep of her wings we recall days of tyranny or dreams of youth. With her we traverse the woodland glades of the far West, bend in reverence in forest temples, through whose aisles Faith's pure hymns are borne by the winds to the tree tops; there to take part in the chorus of praise, breathed by the rustling leaves.

The deeds of our forefathers live in poetical tales. The poet's genius leaves the beaten tracks of every day prosaic life, and in tracing human passions, bids us read pages varied with thoughts, which, indigenous to no climate, are types of souls as widely apart as are the snows of Greenland and India's scorching breath. The poet is as a magic mirror. We hear with him the thrill of triumph, the widow's moan, the orphan's cries. We see the funereal torchlights, the festal lights. We gather with him the lovely wild flowers, the sea-shore pebbles. With him, we hear the sentry's call, see his gleaming bayonet. With heroes, we tread the battle-field, hear the bugle-call, advance at his bidding, faint on the weary retreat, or toss our banners high in triumph.

Music owes much of her grace to poetry. The artist is indebted to her for the tints which beautify his canvas. 'Tis poetry, which guides the sculptor's hand, as he makes out of the rough marble, a living, speaking image.

There is no sentiment which may not be expressed by poetry, no path she has not trod. With her torch she has lighted the dim caverns of science; with her rays she has illumined the "path that leads to God;" with her warmth she scatters the snow from the graves of loved ones, lays bare the tender blades below.

With her lullaby, she rocks the cradle of the darling babe, with her clarion notes rouses the multitudes, to bid them battle for their homes and their altars. With imagination's tread, she peoples the rainbow, furnishes songs for the mermaids. Her home may be the gray rock, on which the lichen lives, or the garden, fragrant with the breath of the jasmine. She is found in the flowers which brighten the sick room; the jungles where the lion and hunted misery alike fly detection.

The love of poetry should be cultivated in the minds of our children, for in the solace of declining age, no heart, responsive to her purest teachings, can be thoroughly hardened. The sentenced convict remembers the hymn taught at his mother's knee; the angels strike their harps in measured melody.

The New York *Evening Post* says:

It is scarcely necessary to remark that the great army of professional office-seekers, the 'men inside of politics,' as the slang goes, will rejoice at Mr. Hoar's resignation. He has been their arch-enemy; a man whom they could not comprehend, for he acted upon the principle of selecting the fittest men for places, and always seemed distressingly unable to understand any other reason for making an appointment than fitness, or a removal than incapacity.

Twenty-one millions of dollars are expended annually by the drinkers of lagar beer in the United States for their beverage.

UNPARALLELED TIME

AN EXTRAORDINARY RIVER FEAT

Trip of the Natchez

New Orleans to St. Louis in Three Days Twenty-One Hours and Fifty-Eight Minutes.

One Hour Eleven Minutes Quicker than the Famous J. M. White.

CAPTAIN LEATHERS IMMORTALIZED

AN ACCOUNT OF THE VOYAGE

[From the St. Louis Republican.]

THE TRIP OF THE J. M. WHITE, MAY, 1844, FROM NEW ORLEANS TO ST. LOUIS—TIME, THREE DAYS, TWENTY-THREE HOURS, NINE MINUTES.

The arrival of the Natchez, only three days, twenty-three hours and fifty-eight minutes out from New Orleans, has revived the interest in fast river steamers. The large numbers of our citizens who collected on the wharf and on board the Natchez attest the fact that all interest in swift steamboats has not been lost. The event of yesterday also recalled the great run of the J. M. White, which steamer arrived from New Orleans on the eighth of May, 1844—three days, twenty-three hours and nine minutes out from New Orleans. As a matter of interest we reproduce the feelings with which this trip was viewed in the long ago as preserved in the columns of the *Republican* of that period. Captain Converse commanded the White on that memorable voyage. His name has passed down to history, and will be transmitted to posterity till all interest in the navigation of the great river is swallowed up in the grand forever. But another name will be recorded in the same volume—that of Captain T. P. Leathers.

[From the Daily Republican, May 9, 1844.]

LESS THAN FOUR DAYS FROM NEW ORLEANS TO ST. LOUIS.

What has heretofore been merely the speculation of enthusiasts has been realized. New Orleans has been brought within less than four days travel of St. Louis; in immediate neighborhood propinquity. The steamboat J. M. White, has been the first to accomplish this extraordinary trip. She arrived here yesterday afternoon; and for the special benefit and information of the Ohio papers, some of which are in the habit of boasting of the performances of their favorite boats, we publish the memoranda of her voyage from St. Louis to New Orleans and back.

The J. M. White, left this port on Monday, April 29, at three o'clock P. M., with 600 tons of freight and arrived at New Orleans on Friday evening, the third instant, being three days and sixteen hours on her downward trip. She departed for St. Louis on Saturday, May 4, 1844, at forty minutes after five o'clock, P. M., and arrived on the eighth, having made the trip up in three days and twenty-three hours, and having been but nine days on the voyage out and home, including all detention.

The following are the runs up from wharf to wharf, and is the best time ever made by any steamboat on the Western waters:

FROM NEW ORLEANS

To Natchez	300 miles,		20 hrs, 40 min.
To Vicksburg	410 miles,		29 hrs, 55 min.
To Montgomery's	725 miles,	1 day,	13 hrs, 8 min.
To Memphis	775 miles,	2 days,	12 hrs, 8 min.
To Cairo	1000 miles,	3 days,	6 hrs, 44 min.
To St. Louis	1200 miles,	3 days,	23 hrs, 9 min.

THE TRIP OF THE NATCHEZ, JUNE, 1870, FROM NEW ORLEANS TO ST. LOUIS—TIME 3 DAYS, 21 HOURS, 58 MINUTES.

The time made by the J. M. White for twenty-six years had remained unsurpassed by any steamboat on the Western waters. Other fast boats had made the attempt, but failure was written on all their efforts. It had become a settled conviction in the minds of a great majority of our steamboatmen that her time could never be excelled. Other boats have made good runs. The steamer Alexander Scott left New Orleans on the sixteenth of June, 1844, at five o'clock P. M., with several hundred tons of freight, the United States mail, fifty-two cabin and sixty-seven deck passengers, and came up against the current of the "great flood" of 1844, lost three hours on the night of the nineteenth on account of fog and was detained five hours on the trip up by reason of the difficulty of obtaining wood, and arrived at St. Louis on the twentieth, four days, six hours and twenty minutes out from New Orleans. The time of the Princess, in August, 1855, between New Orleans and Natchez, was seventeen hours and twenty minutes—the fastest time on record. It should be taken into consideration that the Princess was stripped for running—that she was run to make time, while the Natchez was on a business trip, with her cabin full of people, and, it may be supposed, with some freight aboard. The Natchez, too, ran against the current of a rising river, which is usually not the case at the season when the Princess made her famous run.

TO NATCHEZ.—The time of the Natchez from New Orleans to Natchez was seventeen hours and fifty-one minutes. But it is not necessary to go into all the details of the "runs" made by the A. L. Shotwell, the Eclipse and the Reindeer. Suffice it to say that the arrival of the steamer Natchez, Captain Thomas P. Leathers in command, on yesterday evening, only three days, twenty-one hours and fifty-eight minutes out from New Orleans, surpasses the time of the J. M. White one hour and eleven minutes. At the time the White made her trip all our steamboats burned wood, and she was necessarily hindered in getting her fuel, as her landings were all made against the banks. But the Natchez also came up on a business trip. She made twenty-one landings, remained thirty minutes at the wharf at Memphis, and one hour and five minutes at Cairo. It is not necessary to enter into further details. It is evident that a feat has been accomplished unparalleled in the annals of river navigation. No man had ever made the trip in the time of the J. M. White from New Orleans to St. Louis before that memorable trip, nor for many a year afterward, until the iron horse, with his breath of flame and nerves of steel, hauled with lightning speed the thundering carriages of the railway train. Therefore it is that for years, nay even now, the name of Captain Converse and his fast boat, the J. M. White, are known familiarly to thousands of people, and will be handed down to generations yet in the womb of the future. Perhaps in this fast age the achievement of Captain Leathers may not awake so much immediate interest. But yet the record is made. It stands on the pages of the present; it will be transcribed on the more durable volumes that shall unfold to the men of the future, what was accomplished by those who lived, acted and thought in this age. It will be many a day before such an achievement will be again accomplished.

OFFICERS OF THE NATCHEZ.

Thomas P. Leathers, captain; Samuel Ayles, Esq., clerk; Ovid Bell, second clerk; Captain Frank Caton, Captain —— Burnham, pilots; Audrew Pauley, John Farrell, engineers.

MEMORANDA STEAMER NATCHEZ.

Left New Orleans thirty-two minutes past five o'clock P. M., Saturday, June 18, 1870; timed from St. Mary's market; had on board eighty cabin and forty-five deck passengers, and some freight; made the run to Natchez seventeen hours and fifty-one minutes; made Yucatan for her twenty-four hours run; landed at Serrices, above Natchez; made landing at Rodney; made landing at Grand Gulf; Vicksburg twenty-six hours, fifty-four minutes; landed and took on six hundred and ninety boxes of coal. Left Vicksburg, and made landing at Tallulah, landed at Lake Providence, landed at Greenville, made landing at Columbia, made landing at Bolivar, landed at White river, coaled three hundred and ninety-five boxes. Found bottom in chute, and had to haul back, landed at Memphis, lost thirty minutes, landed at Henderson's point and took six cords of wood, landed and coaled at Cairo, lost one hour and five minutes, struck bottom at Liberty bar, landed at Grand Tower.

END OF THE VOYAGE—INTENSE INTEREST.

At thirty-four minutes past three o'clock yesterday steamer Natchez made the old time marks of the J. M. White opposite the Arsenal grounds. Intense interest was felt by all the passengers. It was known in the city that the Natchez was coming up on fast time, and a large number of citizens, representing all classes—merchants, steamboatmen, mechanics, professional men, some, even, of the clerical gentlemen of the city—had collected on the wharf, and watched with earnest interest the rapid progress of the boat as she plowed her way against the swift current. By this time the passengers on board, of whom there were more than a hundred, were wrought up to the highest pitch of enthusiasm, but there was no cheer, no word spoken. Silent and unconscious of all else around them, they had gathered out on the guards and forecastle, gazing with intense eagerness toward the nearing wharf. If the passengers were thus affected, what must have been the emotions of that brave old river captain, who stood upon the roof of his own fine steamer, as the index hand on the his watch, pointing toward the hour which for twenty-six years had been the standard, inaccessible to all succeeding navigators of the river, as the fastest time on record. On the way from Cairo, at Liberty bar, she touched bottom, her speed was checked; thus far she had made an unexampled run. Must she now be stayed, and stick fast in the sand, and the coveted triumph be changed into an ignominious failure? There was a clear head and a steady hand at the helm. Her engines were reversed; the ponderous wheels rolled back; her bow was veered a little to the larboard, and onward, with increased speed, she dashed through the foaming river. All was yet safe. Two hours yet remained in which to make her time and claim the palm of victory. The walls of the tall buildings of South St. Louis appeared in the distance. The captain gazed with intense earnestness as the buildings became more and more distinct. The spires, and towers, and lofty walls grew nearer and nearer. Carondelet was made, only three days twenty-one hours and thirty-two minutes out from New Orleans.

Every one of the officers of the boat were at their post, cool, calm, collected, with victory already almost attained, yet a few miles remained. The identical point where the White signaled her arrival, a little more than twenty-six years before, lay still above. But there was more than an hour yet in which to make the distance. And now came the moment for emotion—the moment in which the magnitude of the achievement was to be realized. "There is the Arsenal grounds." "There is the point reached by the J. M. White." "There is the end of her voyage," and all eyes were turned toward the well known landmark with an eager, earnest intensity that held the tongue still, and no word, no exultant cheer escaped from the lips of those earnest lookers toward the shore—the goal of one of the most noted of steamboat triumphs in speed. The victory was won; the quickest voyage from New Orleans to St. Louis was brought to a safe conclusion. A few more minutes and the great steamer was still, reposing quietly on the bosom of the river, at her wharf. The spell was broken. The pent up feelings, the anxiety, the tension of the deeply absorbed minds of the officers gave way. A vast company of our citizens rushed on board; Captain Leathers received them calmly, though it was evident that in that moment of triumph he felt and realized the significance of his achievement. He knew that he had accomplished what might not be accomplished in a generation—might never be accomplished again. He knew that in after years men would turn over the pages on which are written the past, to learn of the run of the Natchez, and he realized too, that when he should be numbered with the silent sleepers, his name would still be sometimes recalled in connection with the grandest feat thus far recorded in the annals of steamboat navigation on the Mississippi.

We know not how we can better conclude our notice of this memorable voyage of the Natchez than in the expressive language of the brave old captain, as he stood triumphantly, proudly on the deck of the Natchez, feeling and realizing the significance of the feat. "Ah, gentlemen," said he, "very many of us old stemboatmen, and many young ones too, will be in our graves, and have mouldered to indistinguishable dust, before the time is made again."

ANOTHER STATEMENT.

The St. Louis *Democrat* says:

The time as given above by the pilots, brings the Natchez in victor by thirty-nine minutes less than the White's time. They were willing to make oath to their statement but for one fact—the watch that Mr. Cayton carried, and by which they timed, may not have run truly, as it was recently in the hands of the repairer.

But a passenger, Mr. W. S. Pike, banker, of New Orleans, timed her from New Orleans, in a statement kept carefully by himself. This we found in the office of the clerk, Mr. Samuel Ayles, lying in an exposed position on the desk. It was crumpled from frequent handling, and portions of it were difficult to decipher. The following is probably a correct copy, however:

	D	H.	M.
To Natchez	..	17	52
To Vicksburg	..	26	..
To Head of Thresher-field	..	24	04
To Napoleon	1	18	15
To White River	1	19	30
To Helena	2	2	35
To Memphis	2	9	40
To Head of Island No. 10	3	..	..
To Hickman	3	1	43
To Cairo	3	4	34
To St. Louis	3	21	58

Beat Eclipse 1 hour and 25 minutes to Island 66, and 15 miles above the Eclipse. Forty-eight hous run to Dixie Wood Yard, and made eleven landings.

Beat Eclipse 15 minutes to Memphis. Left Memphis 15 minutes to 4 A. M., losing half an hour there. Arrived at Randolph at 8 A. M.; Fort Pillow at 12 minutes to 9; New Madrid at 20 minutes to 5; arrived at Cairo at 5 minutes after 10 P. M., June 21; left at 15 minutes to 11 P. M., and arrived at St. Louis at 4 minutes after 4 P. M., June 22.

The Red River Expedition—A Protest from Riell's Nation—The Indians.

CHICAGO, June 21.—The St. Paul *Press* this morning publishes a letter from Pembina, which says that in case the Red river expedition continues to move westward, Riell's provisional government will send an armed force to meet it. In this contingency independence of Canada will probably be declared. The *Press* also publishes the instructions of Reill's Secretary of State to Father Richot, one of Riell's delegates to the government at Ottawa, in which he says: "As regards the expedition, it is viewed with suspicion, and is not at all acceptable to any portion of this people. The government and people of this country can not view this expedition in any other light than that it was the approach of McDougal as Lieutenant Governor last November, and in view of the peaceful condition of the Northwest since the evil spirits left the country, both among the various classes of people and with the Indian tribes, we deem this expedition as entirely unnecessary, and believe the conditions dictated by the Canadian government can not be effected without the act of 1867, in reference to British colonies entering into confederation.

Colonel Morrow, of the thirteenth infantry, arrived at Sioux City from Fort Benton yesterday, and reports an attack by five hundred Indians upon the Fort Buford wood choppers, killing nearly all of them. The colonel thinks this the opening of a long meditated war.

The New York *Herald* has the following paragraph:

Some of the papers are finding fault because General Grant has signed a call for the assembling of an All-the-World Christian Alliance Conference in this city next fall. These faultfinders are altogether too thin skinned. General Grant has as much right, as an American citizen, to approve the meeting of a congress of Christians as he has to send a message to the Congress of heathens—"at the other end of the avenue."

The New York *Mail* reports that a gentleman who went to a down town theatre a few nights ago, left his watch, chain, purse, etc., at home for fear he might be robbed or garroted on his way there or back. When he got home he found the house had been entered and all his silver, jewelry, and valuables of every description had been carried off. He says, "How is a fellow to know what to do?"

Hokepokewingachepung Pottabakeeokaballokum Chingarewingarypingwingwung, a distinguished citizen of the Fejee Islands, is now in California, and will visit the Eastern cities as soon as the Pacific Railroad Company shall have increased their rolling stock sufficiently to supply transportation for his name.

THE FINE ARKANSAS GENTLEMAN.

Colonel Albert Pike's "Fine Arkansas Gentleman" which a quarter of a century ago was a great favorite, and was often sung at Washington dinner parties, has not been refered to very often of late years. Here it is again:

Now, all good fellows, listen, and a story I will tell,
Of a mighty clever gentleman, who lives extremely well,
In the western part of Arkansas, close to the Indian line,
Where he gets drunk once a week on whisky, and immediately sobers himself completely on the very best of wine;
A fine Arkansas gentleman,
Close to the Choctaw line.

This fine Arkansas gentleman has a mighty fine estate,
Of five or six thousand acres or more of land, that will be worth a great deal some day or other, if he don't kill himself too soon, and will only condescend to wait;
And four or five hundred negroes that would rather work than not,
And such quantities of horses, and cattle, and pig, and other poultry, that he never pretend to know how many he has got;
This fine Arkansas gentleman,
Close to the Choctaw line.

This fine Arkansas gentleman has built a splendid house
On the edge of a big prairie, extremely well populated with deer, and hares, and grouse;
And when he wants to feast his friends he has nothing more to do
Than to leave the pot-lid off, and the decently behaved birds fly straight into the pot, knowing he'll shoot 'em if they don't, and he has a splendid stew,
This fine Arkansas gentleman,
Close to the Choctaw line!

This fine Arkansas gentleman makes several hundred bales,
Unless from drouth, or worm, a bad stand, or some other contingency, his crop is short, or fails;
And when it's picked, and ginned, and bailed, he puts it in a boat,
And gets aboard himself likewise, and charters the bar, and has a devil of a spree, while down to New Orleans he and his cotton float,
This fine Arkansas gentleman,
Close to the Choctaw line!

And when he gets to New Orleans he sacks a clothing store,
And puts up at the City Hotel, the St. Louis, the St. Charles, the Verandah, and all the other hotels in the city, if he succeeds in finding any more;
Then he draws upon his merchant, and goes about and treats
Every man from Kentucky, and Arkansas, and Alabama, and Virginia, and the Choctaw nation, and every other vagabond he meets!
This fine Arkansas gentleman,
Close to the Choctaw line!

The last time he was down there, when he thought of going back,
After staying about fifteen years, or less, he discovered that by lending and by spending, and being a prey in general to gamblers, hackmen, loafers, brokers, hosiers, tailors, servants, and many other individuals, white and black,
He'd distributed his assets, and got rid of all his means,
And had nothing left to show for them, barring two or three headaches, an invincible thirst, and an extremely general and promiscuous acquaintance in the aforesaid New Oreans:
This fine Arkansas Gentleman,
Close to the Choctaw line.

Now, how this gentleman got home is neither here nor there,
But I've been credibly informed that he swore worse than forty-seven pirates, and fiercely combed his hair;
And after he got safely home they say he took an oath
That he'd never bet a cent again at any game of cards, and, moreover, for want of decent advisers, he foreswore whisky and faro both;
This fine Arkansas gentleman,
Close to the Choctaw line.

This fine Arkansas gentleman went fierce for Pierce and King,
And so came on to Washington to get a nice fat office, or some other comfortable thing;
But, like him from Jerusalem that went to Jericho
He fell among thieves again, and could not win a bet whether he coppered or not, so his cash was bound to go;
This fine Arkansas gentleman,
Close to the Choctaw line!

So when his moneys all were gone, he took unto his bed,
And Dr. Reyburn physicked him, and the chambermaid, who had a great affection for him, with her arm held up his head;
And all his friends came weeping round, and bidding him adieu,
And two or three dozen preachers, whom he didn't know at all, and didn't care if he didn't, came praying for him, too;
This fine Arkansas gentleman,
Close to the Choctaw line!

They closed his eyes and spread him out all ready for the tomb,
And merely to console themselves they opened the biggest kind of a game of faro right there in his own room;
But when he heard the checks he flung the linen off his face,
And sung out, just precisely as he used to do when he was alive, "Prindle, don't turn! hold on! I go twenty on the king, and copper on the ace!"
This fine Arkansas gentleman,
Close to the Chocktaw line!

"What I Know About Farming"—After Greeley.

BY MARK TWAIN.

"Turnips should never be pulled; it injures them. It is better to send a boy up and let him shake the tree.

"The guano is a fine bird, but great care is necessary in rearing it. It should not be imported earlier than June or later than September. In the winter it should be kept in a warm place, where it can hatch out its young.

"It is evident that we are to have a backward season for grain. Therefore it will be well for the farmer to begin setting out his cornstalks and planting his buckwheat cakes in July instead of August.

"Concerning the pumpkin—This berry is a favorite with the natives of the interior of New England, who prefer it to the gooseberry for the making of fruit cake, and who likewise give it the preference over the rasberry for feeding cows, as being more filling and as fully satisfying. The pumpkin is the most esculent of the orange family that will thrive in the North, except the gourd and one or two varieties of the squash. But the custom of planting it in the fruit yard with the shrubbery is fast going out of vogue, for it is now generally conceded that the pumpkin, as a shade tree, is a failure.

"Now, as the warm weather approaches, and the ganders begin to spawn—" and so on.

The St. Louis *Republican* of Thursday says:

The one hundred and forty-one Canton Chinamen accompanied by Mr. Ah Fo Chung, a celestial from Hong Kong, who acts as interpreter, embarked on the Great Republic and set sail for New Orleans at three o'clock yesterday. It was amusing to see these strangers exhibiting their inquisitiveness. It seemed that nothing escaped their quick and observant eyes. They were quite a prominent attraction on the Great Republic, and were visited by a large number of our citizens, who were, doubtless, as much a curiosity to these "queued, and pig-tail Orientals," as they were to their white visitors. If they make much of etiquette, they will, doubtless, write back to their friends in the flowery empire that the Moyun Yungkies are a very impertinent race of people.

A correspondent of the New York *World* suggests that the President's grammar is most objectionable in his signature, when he writes "US Grant," instead of "I Grant" or "We Grant."

GAS SUPERSEDED.

The New Light and its Advantages Over Common Gas.

[From the New York Herald.]

It seems quite likely that within a very short period of time this city will be illuminated by means of the oxyhydric light instead of the miserable gas which nightly throws it into shadows that only make darkness visible. Efforts have been made during the last year or so to have the new light introduced, but somehow or another obstacles have been thrown in the way of every movement made for that purpose. Of late, however, particularly since the intelligence that the oxyhydric light has been used with such eminent success in Paris, some of our foremost capitalists have taken the matter in hand, and in a short time, it is to be hoped, the city of New york will enjoy the luxury of a gas which, at the same time that it gives a better light than the ordinary gas, purifies instead of poisons the atmosphere.

The oxyhydric light is now used in the great boulevards of Paris and in many of the great European cities. The company which is now manufacturing the article, and whose temporary works have been erected in Forty-first street, near Tenth avenue, will soon apply to the Common Council of this city for permission to lay pipes for the general supply of the gas. The old gas monopolies will doubtless make a hard fight against the introduction of the new idea, but it is believed that the Common Council will for once look to the welfare of the city and the health of its citizens, and not allow themselves to be overawed by the heavy weights of the present gas system. The new gas gives a bright, clear light, has no smoke, and instead of heating the atmosphere, actually cools it.

The company now supply immense quantities of it for medical purposes, and this of itself, as Professor Doremus says, should commend it to general usage instead of the present noxious article. The oxyhydric gas can be let out of the pipes at full force at night, and there is no danger of suffocation from it, for it only goes to purify the air. This is of immense value to our "country cousins" who come to town and have a habit of blowing out the gas. Many greenies have gone to their kingdom come in this way; but if nothing but pure oxygen comes through the pipes it is evident that nothing dangerous could ensue from its escape. The healthful effect of the new gas is so well understood by the medical fraternity that the company already supply over 5000 cubic feet a day for their use alone.

The cost of the oxyhydric light and the advantages that would result from its adoption may be briefly summed up. The light is obtained by burning oxygen gas and surcarburetted hydrogen. It is as cheap as was that attained by the use of the zircan or magnesia pencils, which has already been demonstrated at the Paris Hotel de Ville, at Tuilleries, the Theatre de la Gaiete, etc. The so-called Batwing burner type, adopted by the City of Paris, consumes 140 litres an hour under a pressure of 00.25 millimetres, and yields the same intensity of light as the Argand burner, consuming 160 litres, which is replaced with great advantage at one-half the cost by an oxyhydric burner giving a perfect white light, more agreeable to the eye than that of the ordinary gas, and of far greater steadiness, although it is deprived of a glass chimney.

Experiments have proved that whatever may be the carburutters used and the nature or quality of the carbon, the absorption varies at an average of forty grammes per cubic meter of hydrogen, the price of the latter being thus increased from thirty centimes to thirty-five centimes per cubic meter. The Batwing burner consuming 140 litres per hour, costs, at thirty centimes the cubic meter, four centimes the 20-100. The same intensity of light obtained by an oxyhydric burner, (one-half bougie) consumes sixteen litres oxygen at seventy and one-twelfth centimes per meter, twenty-eight litres surcarburetted hydrogen at thirty-five centimes per meter, no centimes, ninety-eight hundredths. The cost of the oxyhydric light is, therefore, only two centimes ten-hundredths per hour. The second type (oxyhydric bougie) consumes thirty-two litres oxygen. Sixty litres surcarburetted hydrogen giving twice the intensity of light of a Batwing burner, consuming 140 litres—the cost being the same—costs only four centimes twenty-hundredths per hour. As may be seen, the demibougie, and oxyhydric bougie, settles the question of economy. The first type gives at half the cost the same intensity of light produced by common gas, and the second type doubles the light at the same cost. The other type of the same system, able to give as strong a light as that produced by twelve Batwing burners, and stronger if desired, gives the same intensity of light as the common gas. With the new sytem of burners the pencil and the glass chimney are done away with, the leaks are nearly annihilated in consequence of the low pressure at which the two gases are burned; the lighting and extinguishing are as simple as with the ordinary gas.

As far as the heat generated by the oxyhydric gas in proportion to the lighting power obtained is concerned, it is a great deal lower than that obtained by ordinary gas. The estimates of the cost of the new gas are: Oxygen gas, seventy centimes per meter; per 1000 cubic feet, three dollars, gold; carburetted hydrogen, 0.35 2-10 centimes per meter; per 1000 cubic feet, $1 85, gold. One cubic meter is equal to 35.316 cubic feet. The Paris street gas costs thirty centimes per meter, or per 1000 cubic feet, $1 58, gold. Common gas in New York costs $3 50 per 1000 cubic feet, or double the Paris price. The same difference in prices would be made manifest in this city by the introduction of the new gas.

The present burners, consuming one hundred and forty litres, or five feet per hour, can be replaced by oxyhydric burners consuming but sixteen litres, or two-thirds of a foot of oxygen—twenty-eight litres, or one foot, of surcarburetted hydrogen, giving the same light at half the price, or double the light for the same price, and at one-fifth the heat generated by the common gas.

The Oxyhydric Gas Company of Paris obtained a charter from the proper authorities on the twenty-fifth of March last, authorizing it to lay pipes in the very centre of the city, a length of one kilometer. The locality illuminated by the new gas comprises two theatres—the Vaudeville and the Grand Opera—the Grand Hotel, the boulevard Montmartre, des Italiens, and des Capucins.

Franklin's First Paper.

A very old newspaper is in the possession of Dr. J. H. Besse, of Delaware, Ohio. It is a copy of the New England *Courant*, and bears date "from Monday, February 4, to Monday, February 11, 1723." The paper is, therefore, over one hundred and forty-seven years old. It is printed on coarse material, very much resembling in texture and appearance that on which Confederate newspapers were printed on in the stress of war time. The type is of the real antique style, and looks odd enough to the eye familiar with the modern clear-cut Roman. But that which gives the most interest to this strange relic of the past, says a Delaware paper, is the fact stated in the following imprint: "Printed and sold by Benjamin Franklin, in Queen street, where advertisements are taken in." Franklin was born in 1706. He was, therefore, at the time of publication of this sheet, seventeen years of age. In course of a short introductory article, the editor says:

"The main design of this weekly paper will be to entertain the town with the most comical and diverting incidents of human life, which, in so large a place as Boston, will not fail of a universal exemplification. Nor shall we be wanting to fill up these papers with a grateful interspersion of most serious morals, which may be drawn from the most ludicrous and odd parts of life."

The editor makes the most gratifying announcement:

"This Paper having met with so general an Acceptance in the Town and Country as to require a far greater number of them to be printed than there is of other public Papers; and it being besides more generally read by a vast number of Borrowers, who do not take it in, the Publisher thinks proper to give this publick Notice for the Incouragement of those who would have Advertisements inserted in the public Prints, which they may have printed in this Paper at a moderate Price."

OFFICIAL.

LAWS OF THE UNITED STATES.

Passed at the Second Session of the Forty First Congress.

[PUBLIC RESOLUTION—No. 45.]

JOINT RESOLUTION to correct an error in the enrollment of a joint resolution therein named.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the second section of the joint resolution "authorizing the sale of certain lands at Springfield, Massachusetts, and for other purposes," approved May fourth, eighteen hundred and seventy, be so amended that it will read, "That Byers street, heretofore opened," etc., instead of "Ryers street," as it was erroneously enrolled.

Approved, June 6, 1870.

[PUBLIC—No. 73.]

AN ACT to further amend the law of the District of Columbia in relation to judicial proceedings, and preserve records of marriages therein.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all fictions in the pleadings in the action of ejectment within the District of Columbia be, and are hereby, abolished; and all actions for the recovery of real estate in said District shall be commenced in the name of the real party in interest, and against the party claiming to own or be possessed thereof.

SEC. 2. And be it further enacted, That any of the duties of the clerk of the supreme court of the District of Columbia may be performed, in his name, by any of the assistant clerks in his office; and said assistants may sign the name of the clerk to any process, certificate, or other official act required by law or by the practice of the court to be performed by said clerk, and may authenticate said signature by affixing the seal of the court thereto, whereon the impress of the seal is necessary to its authentication. In such cases the signature shall be, "—— ——, Clerk, by —— ——, Assistant Clerk."

SEC. 3. And be it further enacted, That after a judgment for a debt amounting with interest to twenty dollars, exclusive of costs, before a justice of the peace of the District of Columbia, the judgment creditor may, when execution is returned "No personal property found whereon to levy," file in the clerk's office of the Supreme Court of the District of Columbia a certified copy of such judgment, and which shall be docketed in the docket of law causes in said office, in the same manner as appeals from justices are docketed there; and when so docketed, the force and effect of the judgment shall be the same, as to lien and execution, as if it had been a judgment of said court.

SEC. 4. And be it further enacted, That for the purpose of preserving the evidence of marriages in the District of Columbia, every minister of the Gospel, appointed or ordained according to the rites and ceremonies of his church, whether his residence be in the District of Columbia or elsewhere in the United States or its territories, may be licensed to celebrate marriages in the said district, and the license shall be issued by the clerk of the Supreme Court of said District, in the following form:

"To any minister of the gospel authorized to celebrate marriages in the District of Columbia, greeting:

"You are hereby licensed to solemnize the rites of marriage between —— ——, of ——, and —— ——, of ——, if you find no lawful impediment thereto; and having so done you are commanded to appear in the clerk's office of the Supreme Court of said District, and certify the same.

"Witness my hand and the seal of said court:

"—— ——, Clerk."

SEC. 5. And be it further enacted, That said clerk shall provide a record-book of his office, consisting of licenses in the above form, printed in blank, one of which he shall fill up with the names of the parties for whose union any license has been issued, and beneath it shall be printed a certificate to be made by the minister who solemnized the marriage, in the following form:

"I, —— ——, minister of —— church in ——, hereby certify that, by authority of a license of the same tenor as the foregoing, I solemnized the marriage of the parties aforesaid, on the —— day of ——, eighteen ——, at ——, in the District of Columbia.

"—— ——."

SEC. 6. And be it further enacted, That a copy of any license and certificate, recorded in said book, certified by said clerk, under his hand and the seal of the court, shall be competent evidence of said marriage.

Approved, June 1, 1870.

[PUBLIC—No. 74.]

AN ACT concerning divorces in the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the causes for which the Supreme Court of the District of Columbia may now grant divorces from the bond of marriage, such divorce may be granted for—First. Habitual drunkenness for a period of three years on the part of the party complained against. Second. Cruelty of treatment endangering the life or health of the party complaining. Third. Willful desertion and abandonment by the party complained against of the party complaining for the full uninterrupted space of two years.

Approved, June 1, 1870.

[PUBLIC RESOLUTION—No. 46.]

A RESOLUTION to authorize the Secretary of the Treasury to issue an American register to the bark Live Oak and to the ship Agra, of Boston.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be and he is hereby authorized and directed to issue an American register to the British bark Live Oak, owned by citizens of New Bedford, Massachusetts, and to the ship Agra, of Boston, owned by Thomas B. Wales and Company.

Approved, June 7, 1870.

[PUBLIC—No. 77.]

AN ACT to supply a deficiency in the appropriation for compensation and mileage of members of the House of Representatives and delegates from territories for the fiscal year ending June thirty, in the year eighteen hundred and seventy, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of five hundred thousand dollars, or so much thereof as may be necessary, be and the same is hereby appropriated for the compensation and mileage of members of the House of Representatives and delegates from Territories, to supply deficiency of appropriations for the fiscal year ending June thirtieth, eighteen hundred and seventy.

SEC. 2. And be it further enacted, That the sum of one million four hundred thousand dollars be, and the same is hereby, appropriated to supply a deficiency in the appropriation for the expenses of collecting the revenue from customs for the fiscal year ending June thirty, eighteen hundred and seventy; and that the sum of twenty thousand dollars be appropriated for the payment of fees to special counsel in such cases wherein the United States are parties in interest, as the Secretary of the Treasury may deem it necessary and proper to employ the same, to be disbursed under his direction.

Approved, June 6, 1870.

[PUBLIC—No. 78.]

An act to fix the salary of the bailiff of the Court of Claims.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act the annual salary of the bailiff of the Court of Claims shall be at the rate of fifteen hundred dollars per annum, to be paid as now provided by law.

Approved, June, 7, 1870.

[PUBLIC—No. 79.]

AN ACT to establish certain post roads in the State of Alabama, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and the same is hereby, given to the erection of a drawbridge over the Alabama river, near the city of Selma, by the Western Railroad Company of the State of Alabama, in accordance with an act of the legislature of said State incorporating said company.

SEC. 2. And be it further enacted, That the consent of Congress be and the same is hereby given to the erection of a drawbridge over the said river, above the city of Montgomery, by the South and North Alabama Railroad Company, in accordance with the act of the legislature incorporating said company: *Provided*, That said draw-bridges shall be respectively constructed so as to cross the streams at right angles with the current, and the approaches to such draws shall be protected by piers or other means that boats may enter the draws with safety in such a manner otherwise as not materially or substantially to obstruct the free navigation of said river.

SEC. 3. And be it further enacted, That Congress reserves the right to withdraw the assent hereby given, as to either or both of said companies, in case the free navigation of the said river shall be at any time materially or substantially obstructed by either or both of said bridges.

SEC. 4. And be it further enacted, That said bridges, when completed in the manner specified in said acts of incorporation, shall be deemed and taken to be legal structures, and shall, with the railroads of which they are parts, be post roads for the transmission of the mails of the United States.

Approved, June 8, 1870.

[PUBLIC RESOLUTION—No. 47.]

A RESOLUTION in relation to the compensation of assistant marshals for taking the census of 1870.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized to increase the compensation of assistant marshals in taking the census of eighteen hundred and seventy, whenever, in his judgment, such increase shall be necessary: Provided, That in no case shall such increase exceed fifty per centum of the amount of compensation now allowed by law, and no such additional allowance shall be made except when by reason of the sparceness of the population the compensation heretofore allowed by law is not sufficient, nor shall the entire compensation be more than eight dollars per day, exclusive of mileage, for the time actually employed.

Approved, June 9, 1870.

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