

AMUSEMENTS.

ACADEMY OF MUSIC. SPALDING, BIDWELL & McDONOUGH Managers and Proprietors.

Monday Evening, September 19, 1870. SEVENIGHT AND SATURDAY NOON.

Inauguration of the Regular Season with the GAITE COMIQUE GROUPE.

SPECIALITIES. Presenting over FORTY SELECTED ARTISTS of Established Reputation in OPERA, BURLESQUE, NATIONALITIES, INSTRUMENTATION and DRAMATICS.

Doors open at 7 o'clock. Overture quarter to 8 o'clock. Office open from 9 A. M. to 4 P. M.

ACADEMY OF MUSIC. LAST NIGHTS OF EMERSON MINSTRELS.

SATURDAY NOON—Last Emerson Minstrel, Brilliant and popular programme upon each occasion.

MONDAY, September 19—The Academy's Gaiete Comique Group of Specialists.

FOR THE BENEFIT OF THE GERMAN AND FRENCH WOUNDED SOLDIERS.

A Grand Dress Ball and Promenade Concert.

Will be given at DENECHAUD'S PATILION, Lake Du Pontchartrain, October 1.

On Saturday, October 1, 1870. For the benefit of the French and German wounded soldiers.

TICKETS, TWO DOLLARS.

MANAGERS: Louis Schneider, Henry Schomburg, F. Hickett, Lilliers, Louis, Paul, Blaffer, William Todd, Charles Cavare, L. E. Marchand, Paul, Roger, Louis, P. Labarre, W. F. Labarre, Aug. Toussaint, Max Niboul, J. Toussaint, Jules, Assard, Thomas, Toussaint, Victor, Davis, Hugo, Lehmann, H. Bernier, Charles, River.

INVITATION COMMITTEE: Thomas, Toussaint, J. A. Blaffer, J. Levi, William Todd, J. Toussaint.

Tickets can be had at all the Music and Book Stores, and of the above named Agents.

FOR SALE. FOR SALE. FOR SALE.

RAILROADS.

TRAVELERS' ATTENTION! THE NEW ORLEANS, JACKSON AND GREAT NORTHERN.

MISSISSIPPI CENTRAL RAILROADS. Run their Passenger Coaches and Baggage Cars, their combined length without charge.

BAOAGE CHECKED FROM RESIDENCE TO DESTINATION.

The 7 A. M. Train. Makes close connections for Vicksburg, Memphis, St. Louis, Chicago, Louisville, and all points beyond.

The 4:15 P. M. Train. Makes close connections with Lightening Express Trains, to all points SOUTH, EAST and WEST.

Time to New York, 70 Hours. New and elegantly fitted up Sleeping Cars run through to Humboldt, Tennessee, Cleveland, Tennessee, and Louisville, Kentucky.

General Superintendent: J. H. MOORE, General Ticket Agent, New Orleans, Jackson and Great Northern Railroad.

General Superintendent: E. D. FROST, General Ticket Agent, Mississippi Central Railroad.

General Superintendent: S. W. SCOTT, General Passenger Agent.

PASSENGERS GOING EAST. VIA LOUISVILLE OR CAIRO. Should purchase Tickets by the ERIE AND ATLANTIC AND GREAT WESTERN RAILWAY.

Forming the best and most comfortable Line to New York, Boston, and Montreal, Atlantic cities, and all points on the coast.

Three Lightening Express Trains Daily. This is the only Line from Cincinnati to New York under one management.

Forming the best and most comfortable Line to New York, Boston, and Montreal, Atlantic cities, and all points on the coast.

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MISREPRESENTATION.

The Land Grant Business. The foolishness with which political statements are put forth, and backed by figures which "cannot lie," although they use them as, is strikingly illustrated by a list of pretended railroad grants published in the Democratic papers, and charged upon the present Congress.

The following from a recent number of the Providence Herald. It is the same, substantially, though with some variations, which we have published in our issue of the 10th inst.

Chicago and Northwestern Railroad, 188,881; Bay de Noque and Marquette, 128,000; Marquette and Ontonagon, 243,299; St. Paul and Pacific, 500,000; Branch St. Paul and Pacific, 750,000; Minnesota and St. Paul, 1,000,000; Winona and St. Peter, 600,000; Memphis and Little Rock, 363,555; Cairo and Fulton, 585,821; Little Rock and Fort Smith, 1,000,000; Iron Mountain Railroad, 806,000; Cairo and Fulton, 182,615; Little Rock and Fort Smith, 1,400,000; Lake Lansing and Saginaw, 1,000,000; Minnesota and St. Paul, 585,821; Lake Superior and Mississippi, 800,000; Minnesota Southern, 735,000; Hastings and Decatur, 550,000; St. Joseph and Fort Smith, 1,000,000; Kansas and Neosho Valley, 2,250,000; Southern Branch Union Pacific, 1,200,000; Placerville and Sacramento, 290,000; California and Nevada, 1,500,000; Atlantic and Pacific, 42,000,000; Northern Pacific, 20,000,000; Stockton and Copperopolis, 320,000.

Now, of all this long catalogue of acts only four were passed by the present Congress, and the remainder are mere grants that from Portland to Astoria, Oregon, running through a forest, where the government would not probably be able to enforce the laws.

The government would not probably be able to enforce the laws. The land grant business is a most profitable one, and the government, when the road is built, will be worth more than the whole is now.

Of the other three acts, one extends the time for completing the first twenty miles of the Little Rock and Fort Smith road, one extends the time for the completion of the first twenty miles of the Cairo and Fulton road, and the other authorizes the Northern Pacific route from Portland to Astoria, Oregon.

The rest of this long list is made up of bills that have not passed Congress. Some of them have passed the Senate and failed in the House, some of them are in committee, some of them are mere projects. Of such stuff are Democratic facts manufactured for the political market.

The land grant system originated with the Western Democrats, as the means of developing that section of the country, and opening the public lands to settlement. Its first great work was the Illinois Central. The railroad companies are endowed with ten alternate sections, on each side of the road, for every mile completed. The price of the road is to be paid by the government, and made available for settlers, to whom none of it was open before the communication was established; and in the latter grants the corporations are restricted to the sale of these lands to actual settlers in small quantities, and at the government price. Now this may be a good system, or a bad one. Of course, like everything else, it is liable to abuse.

It is liable to abuse. It is liable to be properly guarded, with the requisite protection against speculation, and security to the rights of settlers, it is the best system that has been devised for opening the West and developing the country. But whether it is better to let the land await the slow settlement that pushes out on the frontier, or whether it is better to extend the domain of the government by constructing the mode of modern communication, it is quite certain the Republicans are not entitled to the praise of the plan of the land grant system, as the new States are not to be constructed, it is except by making the public lands, which are largely benefited by it, bear the chief cost of it.

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A SINGLE WOMAN ON MARRIAGE.

A Young Lady Lecturer Reports Her own Address as a Novel View of the Marriage Question.

Last winter, among the platform lecturers, appeared for the first time Miss Lillian S. Edgerton, a stately and beautiful blonde, who, in addition to her fine physical advantages, had a voice, and impressive manner, and a lecturer upon the woman question at once novel and effective.

While standing up for her sex, she took strong grounds against suffrage, the day after her lecture was so attractive that she was run down with applications to address lectures. This winter she is in the field with a new lecture, entitled "Whether Are We Drifting?" in which the marriage question is discussed in an exceedingly novel manner, as will be seen by the following letter addressed by Miss Edgerton to business men.

"DEAR SIR:—You call for an outline of my lecture. "Whether Are We Drifting?" that you may intelligently answer inquiries from lecturers, and give you the leading positions of my subject, together with a few explanatory remarks.

A glance at the history of marriage reveals two prominent stages of it, followed by the present day, two equally prominent antagonistic tendencies.

First—The old theory regarded marriage as a condition of inequality, the wife being subject to the husband, and the husband, in turn, subject to the State.

Second—The modern theory continues the condition of inequality, but an awakened conscience has rebelled against the marriage being from all ecclesiastical jurisdiction, leaving the protection of the relation wholly to the State.

Third—This individualism now seeks a goal, and a bad object—the good purpose of securing perfect equality between husband and wife, and the bad purpose of emancipating marriage from all State supervision.

The present day is witness to an antipathetic relation of the sexes—a relation to be beyond the oversight of both church and State—a mere affair of the parties to the free contract. This is an unwholesome "drift," and tendency of modern legislation, as fully described in an article on "The Future of Marriage," published recently in the "Freeman's Register."

The article is a most able and interesting one, and is a warning to the State, that "Marriage should be dissolved at will," and that "The individual sovereignty of a woman is more sacred than any human tie," favor the anarchic. But let us see how the article is applied to the present day.

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THE COURTS.

State ex rel. H. H. Romine vs. J. E. West, Administrator of Improvements.—The argument in this case occupied the attention of Judge Dibble the whole of the day yesterday.

R. King Cutler, on the part of the relator, began his argument at twelve o'clock, and did not close until within a few minutes of three.

In commenting upon the testimony of J. Q. A. Fellows, who swore that he "would not believe J. C. Calkins on oath where his interests were involved," Mr. Cutler denounced Mr. Fellows in very caustic terms, and referred to his brief, showing that by the testimony of numerous witnesses Mr. Calkins was a honorable gentleman. He denounced Mr. Fellows as a perjurer, and declared that he was responsible for what he said. He referred to the time when Mr. Fellows ran against Mr. Calkins for the office of alderman of the City of Jefferson. Calkins was appointed to the office by the Governor, and that was the reason of the animosity of Fellows. There was a suit about it, Fellows was defeated, and took an appeal to the Supreme Court. In taking the appeal, Fellows made oath that the office was worth more than \$500, whereas, it was notorious that it did not get no pay whatever. He said that in taking that oath he told a lie, and told it knowingly.

With regard to the statement of Mr. Aycock, that he would not believe Mr. Calkins on oath, the fact was this: Mr. Aycock being asked his reasons for not believing Mr. Calkins, said that he heard he had a cotton transaction once in Alabama, and when he was Judge in Jefferson City, he thought Calkins decided wrong in a case to which the witness was a party.

Mr. Cutler announced that he would conclude his argument next Monday.

Fraudulent Naturalization Papers. Officer L. McDonnell, about two o'clock on Thursday, arrested William Williams and Andrew Hoton on a charge of falsely obtaining naturalization papers, and also with perjury. The charge was made by Mr. J. D. Houston, superintendent of registration in the Sixth Ward. The arrest was made at the registry office of the Sixth Ward, each party having a naturalization paper at the time. We learn that the parties have been locked up to await examination, which will take place this morning at ten o'clock, before Recorder Stiles.

LATER.—The cases of Williams and Hoton, arrested on a