NEW ORLEANS REPUBLICAN.

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VOLUME VI—NO. 307. NEW ORLEANS, FRIDAY, APRIL 4. 1873. WHOLE NUMBER 1837.

AMUSEMENTS.

ACADEMY OF MUSIC.

Friday, April 4, 1873.

ANOTHER CHANGE OF PROGRAMME.

The most popular entertainment in this City.

NEW AND BRILLIANT OLIO FEATURES

LAUGHABLE FARCE

The popular Burletta, entitled the

NYMPHS OF THE CARIBBEAN SEA.

With the entire Burlesque Troupe in the cast.

MONDAY.

We have prepared a new local comedy in one act, entitled THE DRESSMAKERS OF CANAL ATTIC, replete with laughable situations and spicy dialogue. Another celebrated burlesque of LITTLE JOHN SHEPPARD. ap3

ST. CHARLES THEATRE.

BEN DeBAR.....Proprietor
ALEX FITZGERALD.....Stage Manager

Benefit of the beautiful equestrian artiste

MISS LEO HUDSON

And her famous trained steed BLACK BESS.

Friday Evening, April 4, 1873.

The great equestrian drama of

MAZEPPA;

OR, THE WILD HORSE OF TARTARY.

Mazeppa.....Miss Leo Hudson
The Wild Horse.....Black Bess

Friday—Benefit of Miss LEO HUDSON.

Saturday—ONLY MAZEPPA MATINEE at noon.

Doors open at a quarter to seven. Overture to commence at a quarter to eight.

ap3 P. GLEASON, Treasurer.

VARIETIES THEATRE.

SOLE LESSEE.....LAWRENCE BARRETT

Wednesday, April 2, Matinee and Evening.

TWO LAST PERFORMANCES OF

DAVID GARRICK.

THURSDAY AND FRIDAY—For the first time in this city, Robertson's comedy of "HOME, or ACROSS THE ATLANTIC," Lawrence Barrett as Colonel John White.

SATURDAY MATINEE—Last performance of the "WONDER."

SATURDAY EVENING—Benefit of A. O. Bourdon. "DAMON AND PYTHIAS," Lawrence Barrett as Damon. ap2

LOST.

LOST.—THREE SCHOOL CERTIFICATES FOR $50, $30, and $32, respectively, payable to Mrs. Dolores Carcuno. As the loser is a very old woman and destitute of means, the loss is unusually severe. The finder will perform an act of common humanity by leaving these certificates with Mr. BADENHAUSEN, Secretary of the School Board, at No. 39 Burgundy street. ap2

$200 REWARD.—LOST OR STOLEN, from the Bank of America, a TIN BOX, No. 311, containing the following described papers, to wit:

Several tax receipts of L. Durand.

Insurance policies in favor of Mrs. Lefaure, Mrs. Bousquet, and heirs of Caillavet.

Five certificates of Carondelet Canal Navigation Company stock in favor of S. Lefaure.

Five shares of above stock in favor of heirs of Caillavet.

Three notes, secured by mortgage, drawn by Commagere à Lambert and indorsed by them for $750 each, dated December 14, 1872, and payable in one, two and three years.

One certificate of stock of ten shares of German Insurance Company, No. 29, in favor of L. Durand.

One note for one year, dated January 5, 1873, drawn by Ch. Deguerry in favor of Mrs. Lefaure, for $400.

Six rent notes, drawn by G. Monie, for $175 each, and falling due on June 1, 1873, and each month thereafter.

Six rent notes, drawn by Mr. F. Scheynalder, payable to his own order and by him indorsed, for $35 each, falling due on the first of June, 1873, and each month after.

Four rent notes, drawn by Daniel Broderick, payable to his own order, for $25 each, payable on the first of April, 1873, and first of each month after.

And several copies of title deeds of property, tax receipts, etc.

The public are hereby cautioned not to negotiate for the above described papers, payment of the same having been stopped.

The above reward will be paid on delivery of the box and papers to the Bank of America, or to

L. DURAND,
Corner of Toulouse and Chartres streets.

mh28 1m

CAUTION.....CAUTION.

The following described notes having been lost or stolen, viz: A note for the sum of $[illegible] drawn by Paul St. Pierre to his own order, and by him indorsed, dated the twenty-fifth of May, 1872, and payable twelve months after date, with eight per cent interest per annum from date until paid. Protested "for nonpayment" by E. Commagere, notary, in order to be identified with an act passed before said notary on the twenty-fifth of May, 1872.

The public is hereby cautioned not to negotiate or trade for the same except with the undersigned, the legal holder thereof.

MARCELIN SICARD.

No. 22 Iona street, Sixth District of New Orleans.

mh27 30 ap5

LOST.....LOST.

Certificate No. 1111, dated May 13, 1871, for 100 shares Crescent City Live Stock Landing and Slaughterhouse Company, in favor of M. F. Bonis.

Certificate No. 292, dated June 1, 1870, for fifty shares Crescent City Live Stock Landing and Slaughterhouse Company, in favor of L. R. Lemarie.

Certificate No. 296, dated May 10, 1870, for two shares Crescent City Live Stock Landing and Slaughterhouse Company, in favor of L. R. Lemarie.

Certificate No. 1617, dated May 9, 1871, for five shares Crescent City Live Stock Landing and Slaughterhouse Company, in favor of L. R. Lemarie.

Application for duplicates of same has been made to the company.

New Orleans, March 5, 1873. mh26 30t

FOR SALE.

FOR SALE.....FOR SALE.

A GROCERY STORE fully stocked with choice groceries, wines and liquors, in an eligible location and doing a thriving business. Also lease of building. Address "G," at Republican office. ap3 1t

WANTED.

WANTED TO RENT—A BUILDING SUITABLE for school purposes in the second ward, on or in the rear of Bryades street, between Thalia street and the New Basin. Apply to

J. G. BADENHAUSEN,
Secretary City School Board, No. 39 Burgundy street. ap3 3t

WANTED.—TEN THOUSAND RAILROAD TIES.—Sealed proposals will be received by me, at No. 122 Carondelet street, till TUESDAY, April 15, 1873, for furnishing ten thousand cypress cross ties, to be hewed on both sides to make six inch surface, and to be six inches thick and seven feet long. The whole to be delivered within ninety days from date, on the east roadway of Orleans street, between the Metairie road and Lake Pontchartrain, and along the lake shore to Bayou St. John, at such places as may be designated.

WILLIAM HENRY.

ap2 10t

FOR RENT.

FOR RENT OR SALE.—A NEW RAISED cottage in the Sixth District, on State street, between St. Charles and St. Patrick streets. The house has all modern improvements. The grounds have a front of 70 feet, by 178 feet in depth. Terms reasonable for either rent or sale. Apply at the corner of State and St. Charles streets, or at the corner of Conti and Royal streets, to C. B. FISH.

mh29

FOR RENT—A RAISED COTTAGE (IN THE Sixth District), on Valence street, between Constance and Laurel, containing six rooms, front and side galleries, wood shed, large yard. Will be rented cheap. Apply on the premises, or address letter "G" this office. fe12

HOUSE FOR RENT AND FURNITURE for sale.—A comfortable two-story house, eligibly located on Camp street, with everything complete for housekeeping, and all in good order, being nearly new, will be sold in block to a purchaser for his own use. The establishment is complete in all departments, having been selected by the owner of taste. Will be sold on account of bad health. Furniture dealers and vendors need not apply. Address HOUSE, at this office. ja4

FOR RENT—ROOMS WITH OR WITHOUT board, in suites or single. Also, a few day boarders taken. Apply at No. 217 Camp street, near St. Joseph. de22

MISCELLANEOUS.

פסח

FOR THE COMING HOLIDAYS I WOULD REquest my patrons and the public to come and examine my extensive stock of RED and WHITE RHINE WINES, LIQUORS and FRUITS, suitable for Easter.

mh30 1w F. HOLLANDER. No. 62 Custom-house street.

TARPAULINS.....TARPAULINS.

C. H. ALLEN & CO.,

No. 84 New Levee Street.

Keep always on hand a large assortment of TARPAULINS, which they will hire to merchants for covering merchandise on the levee, and will pay all damage accruing to goods when their Tarpaulins and men are employed to protect the same.

All orders for Shipping, Railroads, Cotton Presses, or any persons requiring Tarpaulins, will address orders to SAMUEL BROOK, which will be promptly attended to. mh4 3m

NOTICE.—AN ASSOCIATION UNDER THE title of the "Southern Publishing Company" was authorized by an act passed before Edward Hogan, a public notary in the city of New Orleans, of date the seventh day of December, 1869. The capital stock of this company was never subscribed. It has no assets, and the term for which its officers were appointed expired one year from the date of its incorporation, as stated. This company has, then, no organization, no assets, and no legal responsibility.

W. M. Burwell, named in the act and articles of incorporation as president of the Southern Publishing Company. mh29 1aw 4t

THE "LOUISIANA FARMER,"

Published at Trenton, La.,

Has the largest weekly circulation of any paper in the State. Merchants of New Orleans will find the Farmer an excellent medium to make their business known in. Address

F. M. & W. W. FEATHERMAN,
no16 1y Publishers, Trenton, La.

MOSS.....MOSS

MACHINE PICKED AND COUNTRY MOSS.

Cash paid for Country Moss.

J. M. FERGUSON,

Factory No. 99 Peters street, above Canal.

mh1 1y

HIDES.....SKINS.....FURS

JOSEPH B. WILKINSON, JR.,
Dealer in

Hides, Skins and Furs, Moss, Wool, Tallow, Etc.,

No. 29 Peters street, near the Customhouse, New Orleans, Louisiana.

Liberal advancement made on consignments.

ja15 1y

McCLELLAN SADDLES AT $5 EACH.

Five Dollars Each.

200 McCLELLAN SADDLES at $5 each.
200 BRIDLES at $1 each.
200 HALTERS at fifty cents each.
IN SPLENDID ORDER.

For sale by S. B. CHURCHILL,
No. 49 Magazine street,
Between Gravier and Natchez,
ap13 1y Under St. James Hotel.

L. GERTEIS, AGENT,

GUNMAKER,

JOBBER AND DEALER IN FIREARMS,

Ammunition of Every Description

AND SPORTING AND FISHING TACKLE,

No. 130 Common street.

Special attention paid to altering muzzle to breach-loaders and repairing firearms of all kinds. ja26 1y

GET YOUR TRUSSES AND BRACES

WHERE THEY ARE MADE AND FITTED.

H. SPILLMAN,

93.....Baronne Street.....93

Manufacturer and Applier.

The best trusses and braces, abdominal and uterine supporters (for the falling of the womb) in America or Europe, can be had, and be applied by the inventor, patentee and manufacturer, whose motto is "honest dealing will last longest." The highest honors awarded at the St. Louis, Missouri, Jackson, Mississippi, Houston, Texas, and New Orleans State fairs. My instruments are recommended by all leading surgeons and physicians. Twenty-six different patterns of trusses on hand. Send with stamp, for circular. mh9 6m 112p

CIGARS.

HAVANA CIGARS AND CIGARETTES.

Domestic CIGARS and CIGARETTES, and a full assortment of Chewing and Smoking TOBACCO constantly on hand and for sale by

ED. L. ZELL & CO.,
Corner Canal and Carondelet streets,
New Orleans, Louisiana.

Goods sold fully warranted. mh17 1m

LOTTERIES.

LOUISIANA STATE LOTTERY

ON THE

COMBINATION PLAN.

DRAWS DAILY.

CAPITAL PRIZES

$6000,

$3000,

$4500.

All orders should be addressed to the Manager's office, corner of St. Charles and Union streets, New Orleans.

TICKETS ONLY ONE DOLLAR;

Shares in Proportion,

Sent to any address on receipt of the price of tickets or fractions.

THE POLICY PLAN

IS

DRAWN DAILY.

BEWARE OF BOGUS LOTTERIES.

de24 1y

DRAWING OF THE LOUISIANA STATE LOTTERY FOR APRIL 3, 1873.

CLASS 79.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—
18	55	7	15	25	43	50	74	49	57	59	47	—	—

The above drawings are published in the principal papers, and are drawn in public daily at the rooms of the company.

Witness our hands at New Orleans, Louisiana, this third day of April, 1873.

F. PERALTA,
ADAM GIFFEN,
Commissioners.

BEWARE OF BOGUS LOTTERIES. ap3

THE STATE AUDITOR.

The war between this officer and the brokers has lulled somewhat, leaving up to this time, the Auditor the master of the situation. The police temporarily on duty at his office have been withdrawn, but the police board have invested an athletic bookkeeper with a commission as special patrolman, and the brokers seem slow in making any new movement against his works. Meantime the Auditor is making his settlements with the tax collectors and considerable money is coming into the treasury. Of the twenty-one and one-half mills of State tax two mills are payable in general fund warrants and two mills in legislative preference warrants. The former are worth about forty cents on the dollar and the latter about eighty. In making his settlement with tax collectors it has occurred to the Auditor to register and cancel the preference warrants received by him before signing the order on the Treasurer to receive the same in settlement; this to prevent in any way the warrants of that class coming back upon the market. On Friday last he put this plan in operation, and since that time the State Treasurer has persistently refused to receive any of the canceled warrants in settlement, alleging that the canceling of warrants is a prerogative of himself alone. What the motive of the Treasurer can be for this course is a matter of surmise. Certain it is that under the law the Auditor alone is authorized to make settlement with tax collectors, and only as he directs can the Treasurer decide and enter up against the various credits provided by law the amounts paid in.

The injunction granted by Judge Hawkins in the suits entered by Laurent August and H. Newgass restrain the receipt of $115,000 of the preference warrants, leaving only about $300,000 on the market, which will be speedily abated by receipts for licenses—receivable entirely in warrants—and the two mills of the twenty-one and one half mills of State tax. Once placed on a healthy basis, which Auditor Clinton is bound to accomplish in spite of all the rings and combinations, our State finances will soon be in a much healthier condition than than they have been for some years past, and the aid and encouragement of all good citizens should be extended to the official who labors in good faith to accomplish this result.

Great Attraction—The Academy of Music.

The combination of talented artists now performing at this favorite establishment is well calculated to maintain its high reputation as a popular place of amusement. The performers are all first class artists, and they present a variety of performances never before given here at one time. In addition to the charming and startling specialties that are given nightly, the Cavanagh organization forms a large and superb burlesque company, capable of rendering, in the most fascinating and mirth provoking manner, a series of the most popular and entertaining burlesques and extravaganzas of the day. Each evening's entertainment commences and ends with a broadly comical piece, embracing the strength of the company, with Mr. Roland Reed, as a rare specimen of humor, occasionally thrown in.

After the first piece the grand olio commences. This embraces performances on the slack wire by Miss Maggie Nichols that are graceful and pleasing to behold; serio-comic selections and vocalisms of the period by Miss Sallie Mason are rendered very acceptably; Miss Susie Starr appears in characteristic dance and creates a sensation; then comes James Gaynor in his comic selections in song, accompanied by the banjo, and the sensation increases, for he has a way, in theatrical parlance, of "bringing down the house," and the way is peculiar to himself; then comes Miss Jennie Benson, a neat and compact piece of womanhood, who is known as the unapproachable female cloggist—with her appearance the sensation continues to increase; she vanishes amid the most animated applause, and the Weston sisters appear and sing the pathetic duet "Driven from Home," with transformation of costume, and conclude with a dance that is always sensational. Then comes the astounding protean artist, Mr. John Morris, whose wonderful transformations in the very presence of large audiences have made him one of the wonders of the age. He represents seven distinct characters—male and female, old and young—assuming with magic rapidity the proper costume for each character, and as he proceeds the sensation that has been gathering with such rapidity has now become one of gigantic proportions. But it continues to grow under the marvelous feats performed by Mlle. Fontainbleau, on her highly sensational trapeze in mid air, and she goes through her daring acts, the sensation seeming about to culminate, when the bewitching infant star, the Baby Benson, appears to excite the wonder and admiration of all who see her astonishing performances. It is still apparent, however, that the sensation has not reached its climax, for when Mr. George Knight appears as the impersonator of German character in song and dance and oratory, his humor takes the audience by storm, and the sensation becomes unbounded, and the specialties are concluded amid deafening rounds of applause.

These performances form a delightful evening entertainment, and no one should fail to visit the Academy and see them.

A Mississippi Seaport.

A bill is pending in the Mississippi Senate to change the name of the Vicksburg, Pensacola and Ship Island railroad to the Mississippi Valley and Ship Island railroad, and defines the main line of the road to be that extending from Vicksburg to Ship Island, instead of to Pensacola, the object being to make the road essentially a Mississippi institution, and to locate it with a view to developing to the greatest possible extent the commercial and material interests of the State.

The bill also provides for making a loan of the Chickasaw school fund to the company on its first mortgage bonds, as the road is completed. It also provides that 100 miles of the road next to Ship Island shall be a trunk road, and shall be free to any railroad company that shall tap it, and the southern terminus of whose road is Ship Island harbor.

Mississippi is anxious to have a seaport, and while some advocate Mississippi City as the point, others favor Pascagoula.

Captain Joseph H. Lawler.

The promotion of the popular sergeant of the first precinct police to a captaincy by the police board Wednesday was made on the recommendation of Superintendent Badger, solely on the ground of merit and efficiency.

Captain Lawler is a man of fine talent, combining great firmness and capacity, with suavity of manner and courteous bearing. He, although a young man, has had a somewhat eventful career, which this event gives us excuse for giving to our readers.

Captain Lawler was born in Dublin, Ireland, in 1845, and emigrated ten years later to this country. He was educated in the public schools of Hartford, Connecticut. At the age of sixteen he enlisted in the Ninth Connecticut Volunteers, which served a portion of its time in this department. He was promoted through all the grades to first lieutenant, which rank he held when mustered out of service in 1865. Upon being discharged the military service his enthusiastic nature sent him into the Fenian movement, and in October of the same year he embarked for Ireland, landing at Dublin on the twenty-eighth of that month, when he was at once arrested and incarcerated, his fame and purposes having preceded him. He was kept in confinement in Richmond Bridewell for a week, when he was discharged.

He then reported to James Stephens, the Head Centre of the Fenian movement, and was by him ordered to Mulingar county, West Meath, where he at once took command of the infantry of the young army. His recruits were of the best families, and were full of enthusiasm. Drilling by night and sleeping by day was tedious work, but he labored unceasingly until he had perfected the organization of his little army.

Having performed his duties at Mulingar, he was ordered to report in person at Dublin without delay, and shortly after his arrival the writ of habeas corpus was suspended, and the fact of his being a Fenian caused his arrest a second time. On the morning of February 7, 1866, he was sent to Kilmainham jail, and, after thirty days' close confinement, was transferred to Mountjoy prison where he remained for eight months. Here he amused himself by getting acquainted with some little mice—his only companions—among which he divided his scanty rations. These little fellows helped him to make his cheerless abode pleasant, coming promptly at his call. They made themselves fully at home, and he appreciated their companionship.

During the eight months of his imprisonment, the English government was unable to find any informer willing to swear his life away. Even Condon, the traitor, for whom he had acted as adjutant, refused to know him although repeatedly prompted to sacrifice him.

The government, therefore, released him on condition that he would instantly leave her majesty's dominions. He was taken by the police and placed on board an American steamer in Cork harbor, and sailed for New York. He arrived in New York on Monday, but the Wednesday following found him again on his way to old Ireland to be in at the death if possible.

He fulfilled his promise previously made to his companions. Arriving in Liverpool late in the evening, the next morning found him on his way to London, and from thence he made for Limerick, where he arrived in time to be present on the night of the great rising which was to free Ireland for ever from English dominion. After the failure of this scheme he was again arrested, and was kept in the county jail for eighteen months. Transferred again to his old quarters in Mountjoy he renewed his acquaintance with his little friends of former days. After three months solitary confinement he was again sent from the country. On arriving in the city of Norwich he received a magnificent reception from the friends of the cause. He subsequently made this city his home, and for the last three years has been a member of the police force.

[Communicated.]

Resolutions Favoring McEnery and Denouncing Kellogg.

FRANKLIN, St. Mary Parish, April 1, 1873.

EDITOR REPUBLICAN:

Under the above caption there appeared in the *Times* issue of yesterday an account of a meeting of the bar of that town, whereby the signers concluded to recognize the Hon. Jules Gary as the only legal and duly elected district judge of the Third Judicial District.

Allow me to say, right here that according to the very action of the Odd Fellows' Hall Legislature I would be, and certainly am, the only legal and duly elected district judge of that district, as it is made manifest by the proceedings of that body published in the *Picayune* of last January, whereby the parish of Iberia, which, with the two other parishes of St. Mary and St. Martin, compose the Third Judicial District, was counted in spite of it having been thrown out by the Fusionists' returning board, leaving a clear majority in my favor of 143 votes over my opponent, the Hon. Jules Gary, and securing my election finally by about eighty-two votes—the parish of St. Mary having gone sixty-one votes against me according to that board, and the parish of St. Martin having been rejected by the same board and Fusion legislature. My position, if necessary, is strengthened by the legal opinion of two prominent members of that body who are eminent jurists, as that, to the effect that my election stands beyond a shadow of doubt, and that if the Hon. John McEnery ever issued a commission to my opponent it was through error, as the act was done before the Odd Fellows' Hall legislature had passed upon the election of the parishes rejected, and whose action in counting in the parish of Iberia, though she went by about 300 votes against the Fusion ticket, secured my election from the very standpoint of the Fusionists, beyond peradventure.

Would it not be therefore consonant with equal justice to all, on the part of the Franklin bar to reconsider their action in the premises, after being in possession of all the facts of the case, and more especially where the majority of said bar have already either tried their cases before me in *propria personæ* in the parish of Iberia, where I have been holding court almost during the whole of last month, or applied to my authority for judicial orders.

Consistency could certainly not fail in such case to be a jewel.

I now leave this matter to the considerate judgment of every honorable and fair minded gentleman where it belongs. Respectfully, HENRY TRAIN.

SALE CONTINUED.—The sale at auction by the sheriff of the contents of store No. 77 Camp street, will be continued to-day, at 10:30 A. M. Catalogues can be had at the sale.

Dooley's yeast powder is convenient, economical and always reliable. No waste of food prepared with it, as it is always of the best quality.

An Episode in St. Louis—J. W. Overall Heard From.

Our whilom fellow-citizen, J. W. Overall, has had a little personal affair in St. Louis, where he is now employed as dramatic writer on the daily *Globe*. The St. Louis *Republican* gives this version of the story:

Among the pleasant incidents of the late extraordinarily successful engagement of Miss Adelaide Neilson in our city, was the presentation by her of sundry diamond rings to sundry of the dramatic editors on the St. Louis press. Among those favored was Mr. John W. Overall, of the *Globe*. Shortly after this presentation a *Democrat* reporter was moved to allude to it by saying that a certain dramatic critic had received a diamond ring from the fair artiste, which ring he had deposited in a safe for safe keeping.

Now there was nothing upon the surface of this assertion which looked like a *casus belli*. It seemed to be a little announcement as innocent of ill-intention as any local item possibly could be. Moreover, there was no personal identification in it whatever. But Mr. Overall seemed to imagine that the charming Neilson had selected himself as the particular object of her gratitude, and that in no other case had the critical or laudatory acumen or ability of the St. Louis press been recognized in the shape of gratuitous diamonds.

Wrestling with this absurd and erroneous supposition Mr. Overall next reached the conclusion that he must necessarily be the person alluded to and he detected, between the apparently innocent lines of the *Democrat's* "Local Short-stops," a fell purpose of indignity and contumely.

Mr. Overall addressed a note to Colonel McCullagh, of the *Democrat*, demanding a retraction or a rendezvous, naming Mr. Bohle as his friend. Colonel McCullagh referred the matter to Mr. Eddy, city editor of the *Democrat*, who called at the *Globe* office at a late hour of the night to interview Mr. Overall. A remark was dropped by Mr. Eddy questioning the anxiety of Mr. Overall for a personal meeting. The latter gentleman responded by hurling a chair at the head of Mr. Eddy, when bystanders stepped in and separated the combatants.

Mr. Overall publishes a card in the *Globe* on the following morning, giving his version of the affair, and concluding as follows:

I saw at once that this attempt to browbeat me was the result of Mr. McCullagh shifting responsibility from his own shoulders to that of other persons. The attempt to intimidate and make capital was happily a failure, as it recoiled upon the parties invading the *Globe* editorial rooms.

The whole proceeding was such as to place the parties engaged in it outside of the position which should be occupied by gentlemen. With them I can have nothing more to do, for it is a pitiable and unworthy act for any one to send others on an errand which they have not the courage to undertake personally.

Here I leave the whole matter and the parties themselves in a position far more enviable than I ever trust to occupy.

Appreciated Abroad.

We copied from the *Nautical Gazette* a few days ago a spicy letter from "Nautilus," its New Orleans correspondent. It kicked up quite an excitement in the magic circle interested, so much so that disinterested people thought a hit had been made despite the disclaimers. A Chicagoan evidently thinks so too. Hear his witty commentary thereon:

"YE ANCIENT MARINER."

CHICAGO, March 29, 1873.

Your correspondent, "Nautilus," has "struck a sympathetic chord" in your issue of the fifteenth instant, wherein he inveighs against the practice of appointing "ye ancient mariners" as marine inspectors. It is not only their age, however, that operates against their usefulness, but the melancholy fact that these superannuated skippers are called upon to pass upon the merits or demerits of mechanical ideas and work when their knowledge of mechanics is as poor as that of the pretended "chips" who were ordered to reduce a foreyard for a topsail yard, and successively altered and spoiled it for a topgallant, royal and skysail yard, until he had barely sufficient timber left for a belaying pin, and the historian does not state whether he succeeded in finally making that.

To properly judge of marine architecture requires knowledge, not gained by a few years service as master of a ship, nor can it be learned from tables and specifications issued in pamphlet form by the erudite (?) board of lake underwriters years ago. I think that the judgment of a practical shoemaker, as to the sizes and distances apart of shoe-pegs necessary to make a good serviceable boot, is far superior to that of the wearer, albeit the wearer has sailed around in boots his lifetime. Give us shipwrights, with liberal and progressive ideas, to judge of shipwrights' work, and we shall have better vessels, and less losses for insurance companies to pay. J. A. F.

Circular to Tax Collectors.

State tax collectors and general readers will find some interest in circular No. 3, issued by the State Auditor. These collectors are required to make their settlements with the Auditor in person, whenever it is practicable; but when this is not practicable, tax collectors in the country parishes may settle by a deputy, or by some citizen of the parish holding a duly executed power of attorney to make such settlement.

Tax collectors in New Orleans and contiguous parishes are required to settle in person or by deputy in all cases.

These rules will effectually prevent the intervention of brokers and speculators in the settlement of tax collectors' accounts. The additional rule that whenever all or any part of settlements made with Auditor's warrants on the Treasurer, these warrants must be submitted for recordation and cancellation in the Auditor's office, will be another stumbling block in the way of the brokers.

Revenue Investigations in New Orleans

We reproduce the subjoined special to the St. Louis *Democrat*:

WASHINGTON, D. C., March 31.—Commissioner Douglass has ordered General Sewall, one of the best revenue officers in the service, to proceed to Cincinnati, Ohio, and make himself thoroughly acquainted with the grounds for complaint there of the frauds in New Orleans. Highwines and rectified goods are sold there in open market at Cincinnati prices, when the cost of production at New Orleans is seventy per cent greater than in Ohio. If he finds the complaints well founded, he is directed to proceed at once to New Orleans and make searching investigations and report.

GROCERS EVERYWHERE KEEP IT—Why? Because Dooley's yeast powder has achieved a reputation second to none for strength, purity, reliability and economy. It produces most elegant, light biscuits, rolls etc., and so exact are the proportions of each ingredient that the same results follow each time. It permits no waste of flour—is convenient to use, and the food prepared with it is such that it can be eaten and relished by the most sensitive dyspeptic or invalid without fear of indigestion. Manufactured by Dooley & Brother, No. 69 New street, New York, and for sale at retail by all grocers.

BY TELEGRAPH.

LATEST NEWS FROM ALL POINTS

SOUTHERN CLAIMANTS PAID YESTERDAY

HIGH PRICE OF BEEF AT HAVANA

ATTACK ON BUTCHERS THREATENED

BUDGET OF FOREIGN NEWS

THE WRECKED ATLANTIC

NATIVITY OF THE PASSENGERS

RECOVERY OF THE BODIES

STATEMENT OF CHIEF ENGINEER

LUMBER LADEN SCHOONER SUNK

TWO RIVER STEAMERS SUNK

PINK VARBLE AND W. J. LEWIS

VALUE OF BOATS AND CARGOES

WASHINGTON.

Southern Claimants Paid Yesterday—Vacant Cadetship Nominations by New Congressmen.

WASHINGTON, April 3.—Eleven hundred and eleven Southern claimants were paid to-day, the amounts aggregating $70,000.

There are one hundred vacant cadetships in the Naval Academy. Members of the approaching Congress have the nominations. The examinations will take place in July.

MARINE.

The Wreck of the Atlantic—Cause of the Disaster—Sorrow of the Captain—Coffins for the Dead—Nativity of the Passengers—Harrowing Details—Presence of Mind of the Women—Searching for the Dead—Cargo of the Atlantic—Passenger Offices Thronged—A Raving Maniac—Incomprehensible Deviation to Halifax—The Coal Taken on Board—Insurance on the Ship—Number of Passengers—Estimate of Lives Lost—Statement of Chief Engineer—Discussion in Canadian Parliament—Havana Arrivals—Heavy Gales at Sea—Liverpool and New York Arrivals.

HALIFAX, April 3.—The agents of the Star Line have ordered a hundred coffins for the bodies which have already floated ashore.

The captain of the Atlantic attributes the disaster to the rate of speed of the vessel, which must have been more than nine knots, to get so far out of her course.

The captain seems overwhelmed with sorrow. He said to a reporter: "To think that, while hundreds of men were saved, every woman perished; it is horrible. If I had been able to save even one woman, I could bear the disaster; but to lose all, it is terrible, terrible." He seemed to fully realize that the world would hold him to strict account.

The latest accounts report 175 saved, 560 lost, including 350 women and children. The lost ship's cargo consisted chiefly of fashionable dry goods valued at $500,000.

Harrowing details of the awful scenes attending the loss of the steamship Atlantic continue to be received. All the women who were asleep at the time the ship struck were drowned in their berths. The heavy sea which constantly poured over the vessel and filling her prevented them from reaching the deck.

Some of the women, who showed remarkable presence of mind, and an appreciation of the awful situation, reached it only to be washed into the sea and drowned soon after.

Some men on shore wrote on a black board: "Cheer up. Boats are coming to your assistance." The announcement was responded to by hearty cheers from the ship.

After half an hour of awful suspense the men were seen on the island, carrying a boat over the rocks, and soon it was launched, and took of three boat loads from the outlying rock.

While rescuing these men Captain Williams and the passengers called loudly to the crew of the boat to come to the ship and take them off first, as they were in most imminent danger, the captain saying, "I will give $500 for every boat load rescued."

The boat afterward made for the vessel and took off two boat loads; half an hour later another boat came and rescued many of those clinging to the rigging.

Third Officer Brady, who had succeeded in reaching the shore over a line carried from the vessel by himself, organized a crew and materially aided in the work of rescue.

LIVERPOOL, April 3, 1873.

To J. H. Sparks:

The Atlantic's deviation to Halifax is incomprehensible. The quantity of coal on board was 926 tons, against an average consumption during eighteen voyages of 741 tons. J. MEYER & CO.

[First Dispatch.]

LONDON, April 3.—The steamship Atlantic was insured in London companies for $150,000. There were 760 steerage passengers on board. The passengers and crew of the Atlantic, as she sailed from Liverpool, were classified as follows:

English—108 men, seventy-four women, twenty-eight male children and twenty-one female children; Scotch—seven men and four women; Irish—forty-three men, eighteen women and three children; other nations—150 adult males, thirty-two women, nineteen male children and eighteen female children. A large number of emigrants embarked at Queenstown, making the total number of souls upon the steamer when she sailed from that port 952.

[Second Dispatch.]

LONDON, April 3.—Of the passengers by the steamer Atlantic 200 were booked from Cork and five from Plymouth. Great anxiety exists in those places as to their fate.

[First Dispatch.]

NEW YORK, April 3.—Mr. Freeman D. Mackwald, a cabin passenger on the ill-fated Atlantic, sends the following dispatch to the Associated Press:

HALIFAX, April 3.—Say to the friends of the cabin passengers of the Atlantic that I will remain with the wreck till I have secured all the lost cabin passengers. I have boxes going to the wreck this morning to receive the bodies of Mrs. Fisher and Miss Merritt. We have the bodies of Mr. and Mrs. Merritt. Miss Scrymser and John Price, of New York, I have great hopes of securing.

[Second Dispatch.]

NEW YORK, April 3.—A paper received from Europe by the agents of the White Star line states that the Atlantic had 1820 tons of assorted cargo on board.

Large numbers of poor people, relatives of the steerage passengers, continue to throng the passenger agency rooms here in hopes of hearing further news of their friends.

Mrs. Craft, who lost her husband and two children on the Atlantic, is a raving maniac here, consequent upon her affliction.

[Third Dispatch.]

NEW YORK, April 3.—John Parley, chief engineer of the Atlantic, says: "The vessel struck on a rock at 3:15 A. M. on the first instant, and commenced to keel over to the port side, the sea breaking over the ship and the vessel filling rapidly. All the female passengers who were asleep at the time the ship struck were prevented from coming on deck by the sea washing over the ship and filling her. Some of the passengers got in the lifeboats, the davit falls being cut away to allow the boats to float clear of the davits, in expectation of getting clear of the vessel by that means, but the sea broke on board and washed the greater portion of the passengers who were in the boats out. The boats were stove, and those who ventured in them perished.

The third officer (Mr. Brady) and quartermaster swam ashore with a small line which enabled a great number of the passengers and crew to get on shore. I got on the rock soon afterward and also Robert Herring, second, John Hodgson, third, William Patterson, fourth, Samuel Davis, sixth, and Robert McFarlan, seventh engineers, and we and others of the crew and passengers assisted others to proceed from the vessel to the rock. A great many people were drowned while coming from the vessel by the rope to the rock.

The cold was so intense that some of them, being benumbed, were unable to hold on to the rope, and they let go and we were unable to render them any assistance. The rock that we were on was covered with sea weed, which made it very dangerous to stand upon, and its edges were round. All on the rock being soaking wet and cold, we were unable to render any assistance to those who were in the greatest peril. A number of them were washed off the wreck and drowned, and a number who were trying to get from the rock to the island by the line were also washed from it and drowned. We could perceive people falling from the ship's side and rigging.

The three boats which were carried across the island rendered assistance in carrying the passengers and crew from the vessel and the rock to the shore. Several persons who became completely exhausted, laid down on the rock and died. Some of the passengers became maniacs, foamed at the mouth, and tottered about like children. We were very kindly received and treated by the people on the shore.

At eleven o'clock the same morning the ship was breaking up and the cargo washing ashore. Corpses were also washed within reach. We started at two o'clock yesterday afternoon for Halifax, and arrived in town at 11 P. M., where we were well cared for. The fifth engineer, Thomas Grant Urquhart, belonging to Dumfries, Scotland, is among the drowned.

Incidents of most heartrending character occurred. A little fellow, the only child saved from the wrecked vessel, rushed upon deck with the stream of passengers when the first alarm was given, his parents and the other members of his family were still below. They perished when the ship filled and fell over on her side. Hustled about along with that struggling mass of excited humanity, the piteous screams of the poor little fellow went to the stoutest heart. He leaped upon the back of one of the men, in the hope of being saved by him, but the man shook off the wailing boy. His cries at last attracted the captain, who perceiving the tenacious manner in which he was struggling for life, called out to the men who were surrounding the lines that led to the rock and to safety to endeavor, if possible, to save the boy. The poor little fellow was immediately passed over the heads of the struggling mass of beings and placed in a boat. The kindly men who were trying to save life almost wept for sympathy as they put the lad on shore safe in body, though sadly afflicted by his parents loss.

Mr. Foxley, who remained on the rock for several hours assisting the passengers to land from the ship, says it was extremely harrowing to behold the sufferings of the unfortunate creatures even after they were rescued. Many of them became insane, frothed at the mouth and toppled off the rock into the water and were drowned. Others were so chilled and exhausted with cold that they laid down and died. Some died after they had been taken to the mainland. All the passengers speak in the highest terms of the gallant conduct of the third officer, Mr. Brady, and first engineer in particular, who remained on the wreck for hours assisting the passengers to reach the rock.

Two lady cabin passengers came on deck in the excitement, and stood near the wheelhouse. They hesitated a moment, as if panic stricken, and returned to the companionway as if looking for something. Presently they came out and endeavored to reach the forward part of the ship, from where the passengers were being sent ashore on lines. At that moment a huge wave swept over the ship's quarter. The men clinging to the rigging heard two heart rending shrieks, and when they looked again the women had disappeared.

These are only a few of the terrible incidents of that fearful wreck. Young men as well as old became paralyzed, and, as they clung to the rigging or to the sides of the vessel, they seemed bereft of all reason, and when told by the others to make some effort to reach the boat and save themselves, they would roll their eyes, then stare fixedly at the speakers, and ask in a whining tone, "what boat?" Many, again, who were roused out of their berths, had scarcely time to put their clothes on and rush on deck ere they perished.

One cabin passenger, a young man, came up without a vest on. He clung to the ship's side for sometime, and finally rolled off into the sea and was lost.

One man had just secured a flour barrel on deck when he was washed overboard, but not before he had obtained a hold, grasping the other end, the bottom being out; from its build it would be precipitated by the sea some distance above the waves and then fall back, one more than usually heavy sea sent the barrel and man at least six feet high. He had lost his hold before he came down, falling into the trough of the sea, but though on top of the wave which rose a little further on, the barrel rode buoyantly, the man did not come to light. We saw very little of the women and children.

Says another informant: Everything happened so quickly, and even before those who were strongest had got out of the choked passage way. Females were either so bewildered, or the water had so impe