

New Orleans Republican

OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, APRIL 16, 1873. Connecticut has fifteen female selectmen.

Apples from America sell more readily than oranges in France.

Bangor's trade in 1872, including its lumber, was \$17,500,000.

A Memphis lady owns seven steamboats, the line is under her direct management.

Colonel George Williamson has reached his home in Shreveport, after an extended absence.

Pekin, China, fines a man four cents for being out nights without a lighted lantern in his hand.

The Chicago Post rejoices over the fact that "New Jersey has scrambled out of Tom Scott's pocket."

The London Times says no one but an American could have swindled the Bank of England. Is it a compliment or not?

A swindler who talks French, German and English fluently, has been playing the deaf and dumb dodge at Sacramento.

A Nantucket youth has sued a beautiful widow for leading him to ruin and then abandoning him to the scorn of the world.

Prussia has 361 schools of agriculture, architecture, navigation, commerce and other technical studies, and 265 industrial schools.

The New York Legislature has a bill providing that a policeman shall ride on every New York street car after six o'clock in the evening.

Fashion is rarely useful. It seems utility. That of wearing the hair loosely down the back is now going out, just as fly-time begins to dawn.

The Sharon Herald, noticing the approach of the "Black Creek," wisely remarks: "This is a superfluous performance while the crossings are so muddy."

The bill giving the jury in murder cases the option between death and imprisonment, as a punishment for murder, has passed the Missouri Senate.

Florence Nightingale urges that women should put themselves in course of training, as men do, for special lines of business, and then they will never lack support.

The office of dog-killer pays better than any other in St. Louis. Last year the city dog-killer snuffed out the light of 8000 and pocketed therefor the snug competence of \$24,000.

The Surgeon General of the United States army has begun the publication of the records of his department, which will be of much value to the profession throughout Christendom.

The large exports of silver coin from the United States have, it is estimated by United States mint men, reduced the amount now in circulation in this country to about \$2,000,000.

Mr. Hergh has placed in all the stables throughout New York city cards bearing the following inscription: "I promise to protect dumb animals, and may the Lord in his mercy protect me."

A lot of fish were driven by some unscrupulous ashore on the Florida, Florida, beach last week. One fish was twenty-four feet long and made two barrels of oil. The oil of the captured ones will sell for \$10,000.

The corner stone recently laid for the new American church in Rome by Rev. Mr. Nevins, is really, as well as figuratively, an American corner stone, having been sent from Dr. Nevins' former parish in Bethlehem, Pennsylvania.

Among the students who have recently entered the Boston Theological School (Methodist) is said to be a young Hindoo from Madras, India, who desires a thorough education with a view to missionary service in his native land.

Every day in the week is the Sabbath of some nation. Sunday is observed by the Christians, Monday by the Greeks, Tuesday by the Persians, Wednesday by the Assyrians, Thursday by the Egyptians, Friday by the Turks, Saturday by the Jews.

The new map of Spain, which the Republican leaders have prepared, represents that country as divided into thirteen confederate States. No mention is made, however, of the State of Anarchy, which is the only important State of Spain just now.

Frank S. Chantreaux has purchased an estate of 217 acres in Florida, with the intention of passing the inclement months of the winter with his wife and family in a genial climate. The summer vacation will continue to while away at his long Branch cottage.

The original territory of Boston embraced about 500 acres. It now embraces four times that amount, more or less. The proposed annexation of all the towns and cities within a circle of ten miles will place Boston third on the list of cities, with a population of 500,000.

Thirty-seven thousand five hundred and eighty-five dollars in prizes will be distributed by the Louisiana State Fair Lottery Association, April 30 next. A limited number of tickets issued. Call at the central office, No. 107 Canal street, Grover & Baker salesrooms, for your tickets.

The term "karat," applied to gold, means one-twenty-fourth. Gold eighteen karats fine, for instance, is mixed with six "karats," or one-fourth alloy. The karat, as a weight, represents two grains, but, of course, as a measure of gold, the word karat is a relative term.

The sheriff of the parish of Orleans sells at auction this day at 10:30 A. M., at his warehouse, No. 74 St. Ann, between Royal and Bourbon streets, Second District, whisky and Bourbon brandy, second hand, and other liquors. And at 5 P. M., at Nos. 308 and 310 New levee street, near Erato, First District, engine, street car tank, heater, air pump, etc. See advertisements.

A petition having been presented to the New Jersey Senate, at its last session, praying for such legislation as would allow colored students to enter the State Normal School, at Trenton, the committee to which the petition was referred reported that no additional legislation was needed for that purpose, as no such student could be excluded under the law now in force.

THE COLPAX MASCARADE.

Referring to another column for the only details known, we can give no other name to this portentive act. A portion of the people who believe that the existing State government is lawful, assemble to maintain the local officers in possession. The people of other parishes invade with arms and intervene in the local controversy; they drive the unscrupulous combatants into a building, set it on fire and shoot down from eighty to one hundred, with a loss to the assaulting party of two men wounded. The world will learn all the facts and will characterize this act according as authentic investigation may justify. It is thus that our political strife has culminated in bloodshed. We shall not exasperate feeling nor unsettle public judgment by violent words, or by assigning responsibility where we may think it belongs. The consequences of the deed are too signal. Some of these poor, ignorant laborers have gone to their account. There will be no further difficulty in keeping them from the polls. The survivors may exercise with fear and trembling a right which it required blood to gain and has required blood to maintain. They may even emigrate where these rights will be respected. Those violent men who shot down the laborers of their fields have not yet seen the end of their unhappy act. There is a power elsewhere greater than their own. There is a spirit elsewhere as intolerant as their own. There are severe laws and terrible penalties to which an appeal may be made. The injury to the production of the country, to the business interests of the city, to that confidence between the landlord and the laborer which will result from this act of violence, are dreadful to contemplate. The reopening of that bloody chasm into which so much has been cast that is precious may be apprehended, and all the public interests of Louisiana may suffer beyond the possibility of contemplation. This event has made a crisis in our political condition. The attack on the State credit has been successful. The obligations of the State are unsalable. The administration of city affairs is equally impotent with that of the State. There must be a solution of this crisis, but an armed occupation of the State can not produce it. In our belief there is a class determined to administer the State and city government or defeat their administration by any other means. We believe this class to be in the electoral minority in the State. Those who differ with us may, perhaps, apply the same candid expression of distrust to ourselves. Very well. We have been always willing to abide by the full and fair vote of the State, but we are not willing that the poll and publication of this vote shall be left to the possible influence of fraud, force or terror, whether coming from the one party or the other. There is but one authority sufficiently powerful and impartial to conduct a fair election in Louisiana. To this authority we are willing to submit, and this authority there is none will dare resist. But at this moment there is no authority for the intervention of the federal government. The Governor may, and no doubt will, ask for troops to protect from "domestic violence." He may, perhaps, be conscientiously of opinion, from demonstrations in this city, that a special force should be established here. The commandant of local forces may be authorized to determine whether a proclamation of martial law, and the consequent installing of a military mayor and provost, may be proper. This we can not foresee. But we may say this: That if Congress, in regular or special session, shall, upon review of our political events and position, decide to re-mand this State to a territorial condition, and enact an enabling law by which a new and general election shall be held for State and federal offices, we will cheerfully abide by its arbitrament, assured that the polls will be kept open and the ballot pure. This great concession we would make in the sincere belief that the present State government is strictly legal, but to demonstrate our devotion to the interests of the State and the peace of the Union. Will our opponents say the same?

THE TOWBOAT RING.

In our issue of March 30 we laid before our readers a series of reasons going to show that the towboat ring of New Orleans undoubtedly finds improvement of the bars at the mouth of the Mississippi detrimental to its interests in a large sum of money. We naturally conclude that unless the ring is possessed, in an extraordinary degree, of a self-sacrificing disposition (which which monopolies are seldom credited), it must at least have the will to oppose and embarrass works of improvement, if not the spirit and power to manifest that will in action. We now propose to recite facts showing that the ring has repeatedly embarrassed the work of improvement, destroyed its useful results at times when such action would work the greatest detriment to commerce and the greatest benefit to the ring, and that this has been done with apparent intention. Before making these statements, however, it is important to consider the circumstances that have so long favored the ring in covering up its iniquitous proceedings and blinding the people of New Orleans to the ruinous effects on their commerce. Deception, terrorism and the spread of wild theories antagonistic to the plan adopted by the government, have been the instrumentalities employed. Deception regarding the condition of the bars and the results effected by dredging. A rod of iron held over the heads of pilots, shipmasters and all others whose necessities force them within the influence of the ring; and the spread of theories, plans and imaginary facts from the pen of every visionary who can command space in a newspaper. It is indeed unfortunate that the people of New Orleans and the people of the Mississippi valley have so long been obliged to depend for information on a subject of vital importance to them, on such fraudulent or weak sources. It is unfortunate that the bars obstructing commerce are not located at a point where that which transpires upon them could be seen by all interested, instead of being 115 miles away, at a point visited by but few, and the majority of that few controlled by self-interest or by fear, in opposition to the general interests of commerce. Let us classify and examine more closely the sources of our information: 1. The towboat ring, and those who serve its purposes through fear. 2. Those who befog the public mind with false theories, worthless plans and imperfect or imaginary statements of conditions which should govern works of improvement. 3. The employees on the dredge boats. To these we might add the class who go on annual pleasure excursions to inspect the bars, gaze on the surface of the water, stare at the mud lumps, listen to the tales that are told them, speculate and moralize on the situation, and then hasten back to the yard stick and ledger, mystified and prepared to mystify. These are our instructors; let us subdivide and consider each class: 1. There is a great ring - the Boss Tweed of the bars - owning the only line of telegraphic communication between New Orleans and the mouth of the river, furnishing, for a consideration, the daily papers with such telegraphic news from the bars as will not conflict with his interests, shutting out such as does conflict; when occasion demands that the dredge boat report of a seventeen foot channel should be contradicted, informing us that "Captain --- of the towboat ---" sounded across the bar and only found fourteen feet," not mentioning that the vicious captain sounded elsewhere than in the channel, and could have run his vessel around, had it been necessary to select a crossing shoal enough; anxiously desiring the contract for improving the bar, in order that it may have undisputed control, rather into the hands of government appropriations, and keep the bar. In just that condition which best suits its interests. Next come the pilots, who, with the exception of those regularly employed on

Court would be, that Kellogg's government is the government. But that judgment may not be infallible, and the opinion of a higher court can be asked, until even the Supreme Court of the United States be requested on the question of the constitutionality of the government seeking to enforce the collection of the license.

Could such counsel be given by any one either interested in the welfare of the city or capable of comprehending it? These legal delays can not hurt the tax collector. He has nothing at risk. His compensation may be even enhanced by the postponement. It can not hurt the executive government, for certainly enough taxes will be collected to pay its salaries. If the abuse of the Fusionists is to be believed, the executive incumbents would not starve while money enough to subsidize them, and lawfully due, was passing through their hands. But all the consequence of this insane agitation still falls upon the business men and business interests of the city. Suppose either of the great houses closed by the tax collector resort to all the courts. How long would it be before the Supreme Court of the United States would reach and decide the case? Here is the slaughterhouse case, appealed certainly more than a year ago, and just decided. Suppose one of the large concerns closed by injunction; its rent, interest and damaged goods go on; its bills payable mature; its customers go elsewhere; its spring business is lost, not improbably that of another season may follow. The representative of the commercial interest considers the ruin of these houses nothing in comparison with the agitation essential to install its friends in office. It was demonstrated yesterday that Governor Kellogg neither made the public debt nor passed the laws for its collection. He found both ready made to his hand. It now appears that the consequences of resisting the laws falls chiefly upon those who resist or sanction resistance. In a neighborhood combination to starve out a miller by withholding all the grist, it is plain there will be a sympathetic suffering among his customers.

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steamships, are at the mercy of the ring. How so? Let pilot --- honestly tell what he knows regarding transactions on the bar, and he will be placed under the ban. Towboats will not tow a ship that has him on board so long as there are other vessels awaiting towage, or else they will ground his vessel. Shipmasters know this and will not employ him. His business is ruined - his branch must be thrown up, and a disagreeable witness is put out of the way.

Next come masters of sailing ships, who must keep in good odor with the ring, else their vessels may be detained at the bar for an indefinite time, either waiting for a tow, or grounded, so as to make them pay large bills for being pulled off or lightered. They seldom dare open their mouths in condemnation of the ring, and there are some few of them, owning little or no part of the vessel they command, who find their salaries considerably increased at the expense of the owners, by covering up malpractice on the bar. The technical name for such addition is "grace."

Captains of steamships are more independent, but yet are liable at any time, through carelessness of pilot, to come into the net of the ring, and when they do so, suffer severely, but cover up their wounds and hope for better luck next time. The United States Treasury Department maintains boarding stations near the bars, and has stationed at them intelligent officers and other employees who would be subject to continual annoyance, if not bodily harm, were they to step outside of the strict line of their duty and report the title of what they have observed of the working of the ring.

These are all the parties of the first class from whom it is possible to obtain information of what transpires on and in the neighborhood of the bars, and we can well see why their mouths are studiously closed or only favorably opened in the interests of the ring.

With the exception of employees on the dredgeboats and a few fishermen, they are the only people frequenting the neighborhood of the bars, or visiting them oftener than once a year. Of the second class are men of all ranks and conditions in society. Some favored with a medium amount of that special knowledge considered requisite for the solution of the problem presented at the mouth of the Mississippi, others with still less, others with none at all. They are generally book-learned engineers, with schemes founded on assumed analogies drawn from the experience of European engineers of note. Scientists, who would spend days in examining the leg of a fly under the microscope, but invert their glasses when looking at so large an object as the bar at Southwest Pass; editors seated in their easy chairs, with Cressy's Encyclopedia on one side and the manderings of a theorist on the other. Lawyers, who have been favored with marine cases, and studied engineering in courts of law. Brazen-faced adventurers, reaching out for a contract, whereby to make their fortunes. Half crazy inventors, with all sorts of untried ideas and mechanical monstrosities. Even illiterate backwoodsman, who have gained their ideas from wading the creeks of their native wilderness. These, one and all, year after year, so far, perhaps, as the memory of the oldest inhabitant goes, have aired their schemes in print; mystified the people regarding the bars obstructing their commerce; induced them to vacillate from one plan to another, supporting none to its test; made them skeptical regarding all, and prejudiced them against the consistent, faithful efforts made by the United States engineers for their relief.

To this class is accorded the satisfaction of knowing that they have steadily, though without design, worked in the interest of the ring. They have delayed and often caused the failure of Congressional appropriations, and they have poisoned the minds of the people into continual distrust of the measures designed for their benefit. They have been blind leaders of the blind - generally leading into evil, seldom to good.

With this necessary introduction, let us pass to the account of blockades that have occurred within the past four years: The dredgeboat Essayons arrived here in 1868, heralded through the public prints as the "Boston notion," "the engineers' folly," and by kindred epithets. The people were led to believe from the start that the dredge was worthless. This impression was sedulously fostered, and, with the frequent accidents occurring to the dredge, incident to the working of all new and imperfect inventions, grew to take strong root in the public mind. So strong, indeed, that for months in the spring of 1867, after the officers of the dredge had reported having obtained a good channel at Pass-a-l'Outre, it only needed the occasional statement of a towboat captain or pilot to cause general derision of the report. Our shipping interests, the ring was reaping a rich harvest on the obstructed bar at Southwest Pass. In June, 1868, several New York steamers failing to cross Southwest Pass bar, in desperation ordered to Pass-a-l'Outre, and held an emergency meeting to force compliance. Its mistimed having failed of further effect, what did the ring do? Seventeen feet of mean low tide was reported at Pass-a-l'Outre, June 25, a ship (Lizzie Moss) drawing eighteen and a quarter feet had passed out without trouble. The next day a schooner, drawing seventeen feet had followed in. Something must be done to contradict the injurious impression these facts had created. June 26, the ring brought down the ship Franqueton, drawing eighteen and three-quarters feet, stationed her at Pilot Town (five miles from the bar) until low tide, then put her on the bar, of course grounded her, as her captain had assumed the ring would, and blocked the channel, then pointed to the fact as proof of the inefficiency of the dredge and of the necessity of a new plan. This was blockade number one, from which commerce suffered to the amount of at least \$100,000, which went to the ring, and to the amount of millions due to destruction.

In 1871 and 1872 the same tactics were adopted, and only partly aided by the arbitrary authority assumed by the engineer in charge of the dredge. Our shipping interests will remember large bills for towage in the springs of these years, and our merchants the detention of their cargoes, and the blame was heaped upon the shoulders of the engineer and the inefficiency of his dredge.

Passing this, let us enter into the details of the present blockade: On the fifth of March, 1873, there was at Southwest Pass a channel eighteen feet in depth at extreme low tide, twenty feet at high tide. One dredge, the One Dredge boat, in working order, was on hand to keep the channel open, and was sufficient for the work; the other was laid up in New Orleans, for the sake of economy. The worst stage of the river for shoaling the bars had passed.

March 6, the throttle valve of the dredge on duty (owing to carelessness of the men cleaning it) blew out, disabling the dredging engines, and had to be sent to New Orleans for repairs. On this Major Howell was not informed until late on the morning of the seventh. On the night of the eighth the reserve boat reached Southwest Pass. On the ninth there was a dense fog on the bar, making it an impossibility to attempt work. On the tenth there was a fog, so dense that the buoys marking the channel could not be seen. At low tide this day, the ring ran the ship Dilbarre, drawing nineteen feet. On the bar, grounded her, as they knew they would, and started the blockade; then left her immediately and sent all their boats to the rich picking offered by the burning ship John Warburton. The next day they were continued. On the next and to the end of the month either one or both of the dredges was at work on the bar to clear it of grounded vessels, without doing which it is impossible to dredge with any useful effect. Before the Dilbarre could be got out of the way the steamship Vandalla was grounded, before the Vandalla was off the steamship Legislator was run on; before she was off the steamship Missouri was grounded, and during the whole time lighter draft steamers and ships were being forced on to the bar, so as to not only obstruct the efforts of the dredges, but also to cause them considerable damage from collisions.

In spite of all this licensed and organized opposition on the morning of March 31 the dredges had succeeded in getting all grounded vessels out of the way except the Missouri, and at 8 A. M. both dredges commenced pulling on her. Here is what Captain Henry Mathias, of the Missouri, says of the tactics adopted to keep him on the bar another day: March 31, 1873, about 8:30 A. M. the Missouri was straight in the channel, with the government boat McAlister alongside. We were all in motion and ready to receive the blow, when a doubt had cleared the bar, but the tug Star at this time was towing in a bark, no starboarding the tug, but she got in the way, and in motion. To avoid collision and damage our engines had to be stopped, and the result which ensued in our getting across the channel and having to wait until the rise of the tides.

Master steamship Missouri. The pilot and captain of the bark were both in condemnation of the action of the towboat, but when asked to put their statements in writing declined to do so for alleged fear of the ring. During this time there were waiting inside the bar, and outside one, with towboats alongside ready to rush them on the bar and continue the blockade, as soon as the Missouri got off. Thus, after twenty days of waiting, the bar got clear for dredging, the officers of the dredge found preparations made to continue the blockade an indefinite time. Under the circumstances it is not surprising that a place that offered no chance for improvement, and to Pass-a-l'Outre. One dredge started inside that night; the other remained towed the Missouri off, thus clearing the bar, and immediately proceeded outside to Pass-a-l'Outre. That put an end to grounding ships. The ring did not dare continue its practices with no chance of success, and with the certainty that they have since consulted the tide and draught of vessel before attempting crossing. If they will keep away from Pass-a-l'Outre a very short time we shall have an excellent channel there.

BEGINNING THE LEGAL STRIFE.

"Edward Booth, senator," and several others of the tribe of tax resistors, have now an opportunity of trying the issue between them and the State which is the stronger. They have assumed an attitude of disobedience to the laws from which they feel they can not retreat without dishonor. The State government is compelled also to enforce the laws, or cease to be a government at all. Unless, therefore, these agitators surrender at discretion and pay the license tax demanded of them, their stores will be taken charge of by the sheriff, and sold for the debts which the owners refuse to pay. The time for musing matters, if it ever existed, has passed, and in the language of the Fusion demagogues, "action, action, action" is the war cry of the State as well as its refractory citizens. Perhaps these gentlemen may succeed in setting at defiance the power and authority of the State, and asserting their alleged right to sell hats, groceries and other merchandise under the protection of the laws without contributing their share of the expense. Perhaps they may even go so far as to destroy the State government altogether, and thus leave all their property, their own as well as that of their neighbors, unprotected. But we have serious doubts of their ability to do anything of the kind. The time for discussion has passed, and action is the order of the day. We learn that the policy hereafter will be to strike first at the most violent resistors, and make the brunt of the battle at the cost of those most to blame for the fearful demoralization of morals that prevails.

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BEGINNING THE LEGAL STRIFE. "Edward Booth, senator," and several others of the tribe of tax resistors, have now an opportunity of trying the issue between them and the State which is the stronger. They have assumed an attitude of disobedience to the laws from which they feel they can not retreat without dishonor. The State government is compelled also to enforce the laws, or cease to be a government at all. Unless, therefore, these agitators surrender at discretion and pay the license tax demanded of them, their stores will be taken charge of by the sheriff, and sold for the debts which the owners refuse to pay. The time for musing matters, if it ever existed, has passed, and in the language of the Fusion demagogues, "action, action, action" is the war cry of the State as well as its refractory citizens. Perhaps these gentlemen may succeed in setting at defiance the power and authority of the State, and asserting their alleged right to sell hats, groceries and other merchandise under the protection of the laws without contributing their share of the expense. Perhaps they may even go so far as to destroy the State government altogether, and thus leave all their property, their own as well as that of their neighbors, unprotected. But we have serious doubts of their ability to do anything of the kind. The time for discussion has passed, and action is the order of the day. We learn that the policy hereafter will be to strike first at the most violent resistors, and make the brunt of the battle at the cost of those most to blame for the fearful demoralization of morals that prevails.

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March 6, the throttle valve of the dredge on duty (owing to carelessness of the men cleaning it) blew out, disabling the dredging engines, and had to be sent to New Orleans for repairs. On this Major Howell was not informed until late on the morning of the seventh. On the night of the eighth the reserve boat reached Southwest Pass. On the ninth there was a dense fog on the bar, making it an impossibility to attempt work. On the tenth there was a fog, so dense that the buoys marking the channel could not be seen. At low tide this day, the ring ran the ship Dilbarre, drawing nineteen feet. On the bar, grounded her, as they knew they would, and started the blockade; then left her immediately and sent all their boats to the rich picking offered by the burning ship John Warburton. The next day they were continued. On the next and to the end of the month either one or both of the dredges was at work on the bar to clear it of grounded vessels, without doing which it is impossible to dredge with any useful effect.

Before the Dilbarre could be got out of the way the steamship Vandalla was grounded, before the Vandalla was off the steamship Legislator was run on; before she was off the steamship Missouri was grounded, and during the whole time lighter draft steamers and ships were being forced on to the bar, so as to not only obstruct the efforts of the dredges, but also to cause them considerable damage from collisions.

In spite of all this licensed and organized opposition on the morning of March 31 the dredges had succeeded in getting all grounded vessels out of the way except the Missouri, and at 8 A. M. both dredges commenced pulling on her. Here is what Captain Henry Mathias, of the Missouri, says of the tactics adopted to keep him on the bar another day: March 31, 1873, about 8:30 A. M. the Missouri was straight in the channel, with the government boat McAlister alongside. We were all in motion and ready to receive the blow, when a doubt had cleared the bar, but the tug Star at this time was towing in a bark, no starboarding the tug, but she got in the way, and in motion. To avoid collision and damage our engines had to be stopped, and the result which ensued in our getting across the channel and having to wait until the rise of the tides.

Master steamship Missouri. The pilot and captain of the bark were both in condemnation of the action of the towboat, but when asked to put their statements in writing declined to do so for alleged fear of the ring. During this time there were waiting inside the bar, and outside one, with towboats alongside ready to rush them on the bar and continue the blockade, as soon as the Missouri got off. Thus, after twenty days of waiting, the bar got clear for dredging, the officers of the dredge found preparations made to continue the blockade an indefinite time. Under the circumstances it is not surprising that a place that offered no chance for improvement, and to Pass-a-l'Outre. One dredge started inside that night; the other remained towed the Missouri off, thus clearing the bar, and immediately proceeded outside to Pass-a-l'Outre. That put an end to grounding ships. The ring did not dare continue its practices with no chance of success, and with the certainty that they have since consulted the tide and draught of vessel before attempting crossing. If they will keep away from Pass-a-l'Outre a very short time we shall have an excellent channel there.

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