NEW ORLEANS REPUBLICAN.

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VOLUME VII—NO. 105. NEW ORLEANS, SUNDAY, AUGUST 10, 1873. WHOLE NUMBER 1946.

MISCELLANEOUS.

IMPORTANT TO ALL.—IT IS ESTABLISHed by facts of unquestionable authenticity that the following VITAL MAGNETIC CURE, devised and professed by Charles Lusted, surpasses in efficacy any and all curative agencies. It is known to cure neuralgia, headache, toothache, rheumatism, swelled neck, fever and ague, liver diseases, of not long standing in one treatment in about one-half hour, and chronic diseases of long standing yield in a few treatments. In all cases no medicine given. Come one, come all, that have any chronic affliction. Office hours 9 to 11 A. M., 2 to 4 and 7 to 8 P. M. each day. Residence corner Riverline and Atlantic streets, Algiers, near Morgan & Cole's works. au5 1w*

NOTICE.....NOTICE.

Pursuant to the provisions of an act of Congress, approved March 3, 1872, authorizing the construction of a bridge across the Mississippi river, at St. Louis, Missouri, by the St. Clair and Carondelet Bridge Company, the aforesaid company hereby gives notice to all concerned that they will, on or before the tenth day of July next, submit to the Secretary of War, for his examination and approval, a design for a suspension bridge, consisting of two channel spans of six hundred feet each, and two end spans of three hundred feet each, with an elevation of one hundred feet above low water mark. They will also file a map giving the proposed location of the bridge, the topography of the banks of the river at high and low water, the direction of the current at all stages, and the soundings showing accurately the bed of the stream, and furnishing such other information as may be required for a full and satisfactory understanding of the subject by the Secretary of War.

By order of Board of Directors of the St. Clair and Carondelet Bridge Company.

M. HENDERSON, Secretary.

St. Louis, Mo., June 30, 1873. jy12 30t*

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. ja14 1y

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Proprietors and Manufacturers.

We offer to the trade of the Mississippi Valley PRINTING INKS of every variety and guaranteed quality, at Northern prices.

Manufacturing works, Tangipahoa, Louisiana. Business office, No. 145 Gravier street, New Orleans. my23 1y 112p

NEW ORLEANS, RED RIVER LANDING AND ALEXANDRIA LINE OF UNITED STATES MAIL COACHES.

A Concord Coach will leave Red River Landing, Louisiana, EVERY SUNDAY, WEDNESDAY and FRIDAY, at 4 P. M., on the arrival of the packets KATIE, FRANK PARGOUD and NATCHEZ from New Orleans, for Sunsport, Moreauville, Mansura, Marksville, Evergreen, Cheneyville, Lecompt, arriving at Alexandria at 7 A. M. next morning, making close connection with stages for Natchitoches, Louisiana, San Augustine and Nacogdoches, Texas.

The mail leaves Red River Landing DAILY for the above places.

ap27 6m B. H. PETERSON, Proprietor.

MARSHAL'S MONITIONS.

S. Mendelsohn vs. Steamship Louisiana—No. 10,264.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—

THE STEAMSHIP LOUISIANA, her tackle, etc., now libeled by S. Mendelsohn, for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States for the district aforesaid, to be holden at the city of New Orleans, on the first Monday of September, to show cause, if any they have or can, why the said steamship should not be condemned and be sold agreeably to the prayer of libelant.

United States Marshal's office, New Orleans, eighth day of August, 1873.

S. B. PACKARD, United States Marshal.

au9 16 23 30

Frank Marratha and Richard McGuire vs. Steam Tug Protection—Nos. 10,260 and 10,265.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—In obedience to admiralty warrants to me directed in the above entitled suits, I have seized and taken into my possession—

THE STEAM TUG PROTECTION, her engines, tackle, etc., now libeled by Frank Marratha et al., for the causes set forth in the libels now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States, for the district aforesaid, to be holden at the city of New Orleans, on the third Monday in August, 1873, to show cause, if any they have or can, why the said steam tug Protection should not be condemned and be sold agreeably to the prayer of libelants.

United States marshal's office, New Orleans, twenty-second day of July, 1873.

S. B. PACKARD, United States Marshal.

jy22 au2 9 16

U. S. MARSHAL'S SALES.

Wilson, Fagan & Co. vs. Steamboat Flavilla, No. 10,256. Sale & Murphy vs. Steamboat Flavilla—No. 10,257.

IN THE UNITED STATES DISTRICT COURT FOR the District of Louisiana.—By virtue of an order of court to me directed in the above entitled suit, I will proceed to sell to the highest bidder, on WEDNESDAY, August 13, 1873, at twelve o'clock M., at the entrance to the Customhouse, on Canal street, between Peters and Old Levee streets, in this city—

THE STEAMBOAT FLAVILLA, her tackle, etc., now lying at Shreveport, Louisiana.

Terms—Cash at the time of adjudication.

United States Marshal's office, New Orleans, August 1, 1873.

S. B. PACKARD, United States Marshal.

au2 9 13

Harbor Protection Company vs. Steamer Fontenelle, her tackle, etc.—No. 10,258.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—By virtue of an order of court to me directed in the above entitled suit, I will proceed to sell to the highest bidder, on TUESDAY, August 12, 1873, at twelve o'clock M., at the entrance to the Customhouse, on Canal street, between Old Levee and Peters streets, in this city, the following described property, viz—

THE STEAMER FONTENELLE, her tackle, etc., now lying at Algiers, at the Second District ferry landing.

Terms—Cash on the spot.

United States Marshal's office, New Orleans, July 31, 1873.

S. B. PACKARD, United States Marshal.

au1 7 12

HOTELS.

BOUDRO'S RESTAURANT,

LAKE END PONTCHARTRAIN RAILROAD,

Gillman & Jury, Proprietors.

This celebrated establishment has been fully refitted for the opening of the spring business. 16 7 1m

GRAND ISLE HOTEL,

ON THE GULF OF MEXICO, LOUISIANA.

Open for the Season of 1873.

The finest surf bathing in the South. The finest beach for driving in the world. The oyster farm of the South. Fish abound in every variety, and game, shrimps and crabs always plentiful. Sail boats, fishing tackle and guides to enable guests to enjoy the best of sport will always be kept, and no effort spared to make this hotel the ne plus ultra of Louisiana.

The swift light draft and comfortable steamer BOSSIER, CAPTAIN GUS RICHARDS, leaves Harvey's canal every TUESDAY and SATURDAY, at 9 A. M., for Grand Isle and way landings, at the moderate fare of $3.

Steam ferry leaves foot of Jackson street at 8:30 A. M.

Board per month $50; per week $15; per day $3. Terms for families or for over one month very liberal.

B. MARGOT, Proprietor.
SAM D. DIXON, Agent.

je6 No. 12 Commercial place, Lock box No. 179.

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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. ah12 1y

LONGSTREET AT GETTYSBURG

LETTER FROM GENERAL M'LAWS

PENDLETON'S STATEMENT REVIEWED

The Events of the Second of July—Where did Pendleton Make his Reconnoissance—Lee and Longstreet on Seminary Hill—Getting into Position—A Staff Officer of General Lee Takes Longstreet's Command Over the Wrong Route—Hood and McLaws Compelled to Countermarch—Longstreet's Corps on the Night of July 1 in Camp Three Miles in Rear of Gettysburg—Ewell's and Hill's Corps Between Him and the Enemy—He was in Condition to Support, but not to Assault—The Impossibility of His Having Received any Order to Attack.

General Lafayette McLaws has written a letter in answer to the statement of General Pendleton, a staff officer of General Lee, made several months ago in relation to the Gettysburg fight, and the part taken therein by General Longstreet and his corps. General Pendleton is reported as having said:

General Longstreet was directed to attack the enemy at Gettysburg at daylight on the morning of the second of July, and failed to do it. I had made a reconnoissance on the evening previous, and had found an assault was perfectly practicable and promising the best results. I so reported to General Lee, and he ordered General Longstreet to make an attack at daylight the next morning (the second), but not only did he fail to do that, but sat on his horse until about 4 P. M. of that day, and could plainly see the reinforcements of the enemy arriving hour after hour on the field, and not until after that did he assault at all, and the failure to assault at daylight was the cause of the loss of the battle.

This statement is carefully reviewed by General McLaws, who at the time of that famous battle, so disastrous to the arms of the Confederacy, commanded a division in Longstreet's corps; and the writer narrates with remarkable perspicuity the events of the second day of July, which rendered it impossible that the statements of General Pendleton could be true in the unqualified manner in which he presents them.

General McLaws, the writer of this sketch, was a graduate of West Point of the class of 1842, and at the commencement of the war resigned a captaincy in the Seventh Infantry to follow the fortunes of the South. He beat his sword into a poughshare when the war closed, and is now enjoying the *otium cum dignitate* of a planter's life in Central Georgia. He was an officer of a high order of merit in both armies, and with those who know him his testimony, which we present herewith to the public, will have great weight:

GENERAL M'LAWS' LETTER.

I do not know that General Longstreet ever received such an order, but have every reason to think that it was recalled, if ever given, before the time came for executing it, because I do not think General Lee would have ordered a main assault to be made at daylight on the second from information gained by a hasty reconnoissance of the first, before the enemy had concentrated his forces. General Lee was, of course, aware that he had not engaged but a portion of the federal army on the first, and that if they, the federals, had determined to make a stand on the heights beyond Gettysburg, their forces in the rear would be arriving in concentration during the whole night, and would be put into positions about which he could know nothing until after examination to be made after daylight on the second.

General Pendleton does not state at what place he made his reconnoissance, but it is to be supposed that it was done somewhere at or to the immediate right or left of the cemetery, and if so, or in fact wherever it was, it is clear that a very different state of affairs existed on the morning of the second from that which was on the evening of the first, for at sundown on the first there was nothing but confusion among the federals. They had been defeated, had lost heavily and could not yet have determined whether or not to concentrate at Gettysburg and give battle there with their whole army, or to fall back to some other position; while on the morning of the second it was fair to presume that if found in position their whole force would be there, or were to be momentarily expected. To order us under these circumstances to make a main assault against the enemy very strongly posted, without a previous examination of the locality to find out the the positions and probable strength of the force opposed to us, would have shown a degree of recklessness which the occasion did not call for.

It can not be doubted but that the enemy expected us to attack, if we attacked at all on the morning of the second, either about the cemetery, or at least somewhere along the front of the positions held by our troops when darkness closed around the two armies on the first, and therefore they were prepared for us from these directions; and I do not suppose General Lee would have ordered his army to attempt that which the enemy expected and wished us to do, especially when there were other and better ways to attack him.

My division camped on the night of the first about three miles from Gettysburg, and moved early on the second to the front, and the head of my column was halted just before arriving upon the heights of Seminary Hill, where General Lee was, and from which the enemy's position could be outlined. As I came up General Lee sent for me; he was then sitting on a log with a map before him. General Longstreet was walking back and forth a few yards off. General Lee, pointing to the map, asked me if I could place my division in position at a place he designated on the left of the federal line (their left). I told him that I knew of nothing to prevent me. General Longstreet then came up and remarked that he wanted my division in a position—pointing to it on the map—which was perpendicular to the one marked by General Lee. General Lee remarked, "No, General; I wish it placed as I have told General McLaws;" which was parallel to the enemy's line. General Lee then remarked that he had ordered a reconnoissance for the purpose of finding out a way for me to go into position without being seen by the enemy, and I must hold myself in readiness to move. I asked permission to go with the reconnoitering party, but General Longstreet said, "No, sir, you must stay with your division." I then sent my engineer officer, Lieutenant Montcure, of Virginia, and he was ordered back. I then placed my division under cover of some woods and hills, and reconnoitered in person far enough to satisfy myself, that I could march direct from the point where I was to the position General Lee wished me to occupy, without being seen by the enemy, and then returning, sat on my horse, looking at the federal troops as they came in, hour after hour, from the direction of Emmetsburg. At last came the order to move, and Major Johnson, of General Lee's staff, appeared to conduct the head of column, as he, so I understood, had made the reconnoissance, and he and I went ahead of the command, when suddenly we arrived on the top of a hill, giving a fair view of the enemy on the Round top and to the left, and of course my troops could be seen by the opposite side and their numbers estimated if they were allowed to proceed. I sent back and halted the column, and Major Johnson and myself rode around in the vicinity, to find if there was any way we could proceed without being seen, but we could find none. I returned and met General Longstreet, who asked what was the matter. I turned and rode with him to the top of the hill, and pointed out how plainly the enemy could watch our movements if we went on. He said, "This won't do." I then told him that I had reconnoitred from the position we halted at in the morning, and found the way was practicable and the movement could be made from there without our being seen by the enemy. He then said, "We will have to countermarch," and I assenting, he gave the order at once and the movement commenced. General Hood's division having followed me closely, the head of his column and the head of mine were lapped with each other, and the countermarch was thus made more difficult, which coming to the knowledge of General Longstreet, he rode up and proposed that Hood should head the movement. I requested that as I had started in the lead I be allowed to continue there, which was assented to, and finally all the troops were marching in proper order, out of sight of the enemy, towards the position to be occupied. This delay in the reconnoissance, and a faulty reconnoissance making a change of route necessary in order to carry out General Lee's order, were the reasons why we were so long getting into position. I go so much into detail in order to show that General Longstreet was not to blame for not attacking sooner than he did on the second day of July—that is, after my division had arrived on the ground where General Lee was, which I think was between 8 and 9 A. M. or earlier.

And now as to the probability of Longstreet having been ordered to attack at daylight on the second.

On the thirtieth of June I had been directed to have my division in readiness to follow General Ewell's corps, marching toward Gettysburg, which, it was intimated, would have passed by ten o'clock the next day, the first of July. My division was accordingly marched from its camp and lined along the road in the order of march by eight o'clock on the first of July. When the troops of Ewell's corps (it was Johnson's division in charge of Ewell's trains, which were coming from Carlisle by the road west of the mountains), had passed the head of my column, I asked General Longstreet's staff officer, Major Fairfax, if my division should follow. He went off to inquire, and returned with orders for me to wait until Ewell's wagon train had passed, which did not happen until after 4 P. M. The train was calculated to be fourteen miles long. When I took up the line of march and continued marching until I arrived within three miles of Gettysburg, where my command was camped along a creek, this was far into the night. My division was leading Longstreet's corps, and, of course, the other divisions came up later. I saw Hood's division the next morning, and understood that Pickett had been detached to guard the rear and then to take charge of the prisoners captured on the first.

While on the march, and about ten o'clock at night, I met General Longstreet and some of his staff coming from the direction of Gettysburg, and had a few moments' conversation with him. He said nothing of having received an order to attack at daylight the next morning; and here I will remark that until General Pendleton mentioned it, about two years ago, when he was on a lecturing tour, after the death of General Lee, I never heard intimated even, that any such order had ever been given. General Lee may have given such an order before he knew where Longstreet's corps was, but on hearing afterward that it had not arrived to the front, had decided on another plan and time of attack, which change of orders was not communicated to General Pendleton. It would have been a strange order, under the circumstances, directing Longstreet's corps, which had been marching the greater part of the night and had camped at least three miles from Gettysburg, to assault the enemy's position beyond Gettysburg at daylight the next morning, when at the time Ewell's and Hill's corps were both to the front in advance of Longstreet and were facing the enemy, had been engaged with him, had been successful in their contest and were flush with their victory, whose commanding officers, and the rank and file even, knew the ground the enemy occupied from personal observation, and were in a position to assault at a moments notice. That under these circumstances, as I have said, General Lee should order Longstreet to bring forward his corps in the night and assault over ground about which he, Longstreet, knew nothing and his subordinates no more, and this at daylight, seems so unreasonable that I feel confident General Lee countermanded the order when he learned the true state of affairs.

On the night of the first of July, Longstreet's corps was in supporting distance of any corps then in front of him that might have been ordered to make an assault at daylight, but certainly was not in position or condition to begin an assault at that time.

I think, therefore, it is an error to suppose that General Longstreet was ordered to assault the enemy at tysburg, at Getdaylight on the second of July, 1863, and, failed to obey the order. He did not assault, it is true, but the order, if he received any such, must have been countermanded, and furthermore I think it a grave assumption and even to assert that because Longstreet's corps did not assault at daylight, the battle of Gettysburg was lost to the Confederates; but as it is very probable that Longstreet never received a positive order to make an attack at that specified time, there is no necessity of discussing that question at present."

Respectfully, your obedient servant,

LAFAYETTE McLAWS.

CONCLUSIONS.

It has appeared strange that in the long years that have elapsed since the fight at Gettysburg, the charge of disobedience to General Lee's orders has rested in the most secret recesses of General Pendleton's own thoughts, and not one syllable of it had ever been breathed until the great commander of the Southern armies—he alone who could utterly dispute the charge—has passed away. Had the loss of Gettysburg been the fault or neglect of one of his subordinates, however, the fact would not have remained a secret up to the present time. That such was not the case his own testimony bears witness.

The first great blow which accellerated the overthrow of the Confederacy was the hurling back of his assailing columns from Cemetery Hill, with a loss of 36,000 men. It is clear that "some one had blundered."

While we would not detract one iota from the great fame of General Lee, nor pluck the smallest leaf from his laurels, we can not forbear quoting the language addressed by him to General Wilcox: "All this has been my fault; it is I who have lost this battle." When too late he saw his own error, and, like the great, wise and magnanimous man he was, he took upon himself the blame; and it may be doubted if any true friend of the great Virginian will ever thank General Pendleton for his officiousness.

In conclusion, it may not be out of place to quote from Professor Draper's able "History of the American Civil War," for this is conceded to be the most unpartisan of any history that has ever been written of these events:

Lee stated to an English officer soon after the battle, that had he been aware that Meade had been able to concentrate his whole army, he certainly should not have attacked him; indeed, it had not been his interest or his intention to bring on a great battle at all. He was led away partly by the success of the first day, believing that Meade had brought up only a portion of his army, and seeing the enthusiasm of his troops, he had thought that a successful battle would cut the knot so easily and satisfactorily that he had determined to risk it. His want of knowledge of the enemy's movements he attributed to Stuart's being too far away from him with the cavalry.

On his part, Stuart had been disappointed. He had expected to rendezvous with the main army on the Susquehanna, not anticipating Lee's delay at Chambersburg for so many days. It was against the judgment of Longstreet that the assault was made. Strong though the position was in front, Lee could have turned it on its left, and compelled its instant evacuation without the loss of a man. He might have interposed his army between it and Washington. Nor is it true that he would necessarily have had to scatter his forces in doing this, he being on the outer circle. In vain Longstreet interceded with Lee to take this wiser course.—Vol. iii., p. 451.

[For the New Orleans Republican.]

From a Classmate to a Classmate About Pass Christian and Its College.

NEW ORLEANS, August 10, 1873.

MY DEAR A——: Pass Christian is one of our most pleasant summer resorts, being two and a half hours distant from New Orleans, by rail, on the road to Mobile. It is situated, for the most part, on a single street, about six miles in extent, hard and even for fine drives, lying on a beautiful bay or inlet, with elegant houses and gardens fronting it, and a bathing house for every residence.

The college (a single large edifice) on three sides a parallelogram, is very imposing in its appearance, shaded by the water oak, one of our most beautiful forest trees of the sugar-loaf form. It is fitted up with a reception room for visitors, lodging rooms for the professors and guests, lecture rooms, library, cabinet for minerals and natural curiosities, chemical laboratory and grand hall for exhibitions and commencements. Its clock is a great curiosity, presenting so many dial plates that it may be seen from all points of view, and striking the quarters as well as the hours. It was imported from France some years ago at a heavy cost. A cupola surmounts the building, from which the view is very fine and refreshing, embracing lake, forest, village and rural scenery. Each story has a spacious piazza fronting the building, which serves for a promenade, or a resting place for reading or recreation.

In the rear is an extensive garden, covered with fruit trees of all kinds suited to tropical regions, and bending under the weight of the most luscious and tempting fruits the eye ever beheld. Perfection in fruit raising has been marked by culture, skill and assiduous training. Varieties of fig, peach, pear and apple of the choicest kind gladden the eye and tempt the appetite—grapes of the finest quality, too, and the greatest abundance. They formerly had a French gardener, a professor of the art, but now one of the brothers, John Baptist, a learned scholar, but whose health will not permit him to teach, and who requires exercise in the open air, presides over the mysteries of Pomona in this her chosen seat. The premises are guarded by a fierce and huge mastiff, unapproachable by all strangers, who is chained by day but set at liberty by night. In a convenient locality of the garden is a hot house, where flowers of the richest tropical dye are trained to perfection. The garden is profitable to the brothers, supplying not only fruit in abundance for their own use and that of the students, but also trees and fruit for sale.

Beside the main building is another large and commodious edifice, fitted up with dormitories for 200 students, all very neat, comfortable and well ventilated. The method, order and morality of this institution are excellent. The professors are trained from their youth upward to the great art of teaching, which is the only business of their lives, the Brothers being prohibited from entering the priesthood. They are consequently skilled in every art, language and science indispensable to a liberal education. Having taken vows of poverty, they never think of incomes for themselves, beyond a modest subsistence, and devote all they receive in tuition to the improvement of the college building, the increase of the library, and the wants, whatever they may be, of the institution. The professors and even the president are removable at the pleasure of the provincial, the object being to place and keep competent instructors in the places to which they are best fitted. The result always is excellence, or, if not excellence, reform and improvement, and another result is zeal and enthusiasm in the prosecution of their labors. In truth and love always yours,

L.

GREEN ROOM GOSSIP.

Mme. Ristori's last London engagement was not successful.

The oldest daughter of Maurice Strakosch is about to marry M. Bourdillon, a lawyer of Paris.

W. E. Sheridan, who was a member of the Varieties Theatre company under Mr. Floyd's management, is playing in the "Tempest" at the Walnut Street Theatre, Philadelphia.

"Harper says" W. B. Cahill an old favorite, will fill the place made vacant by the withdrawal of Harry Beckett from the Lydia Thompson troupe.

Mr. W. R. Floyd will be a member of McVicker's company, at Chicago, the coming season.

The company at Hooley's Opera House, Chicago, will include C. B. Bishop, George Giddens, W. B. Arnold and W. H. Otis, and the Misses Kate Meek, Eliza O'Connor, Emma Kline and Sidney Cowell, all well known in New Orleans.

John Mulligan, a popular minstrel performer, and said to be the original "Bob Ridley," recently died in New York.

The Theatre Comique, New York, will be opened to-morrow by the Chapman Sisters.

Miss Mary Carr, remembered as playing old woman at the Varieties Theatre, will be a member of Daly's Broadway Theatre company next season.

Miss Augusta Chambers will be the *Stalneta* in the "Black Crook" combination organized by Bidwell & McDonough.

Miss Alice Placide will travel with Ned Buntline's Combination.

Ben DeBar is very popular as an acter, as well as manager, in Montreal. Mr. P. Gleason (our P. G.) took a benefit at his theatre, the Theatre Royal, on the fourth instant.

It is reported that Miss Agnes Ethel will shortly marry and retire from the stage.

Blind Tom is spending the summer on his farm, at Warrenton, Virginia.

Mlle. Aimé, with a new opera bouffe company, left France on the first instant, on her way to this country.

Bret Harte and Dion Boucicault are dramatizing the "Luck of Roaring Camp."

Harry Beckett will be a member of Wallack's company.

It is said that Anna Dickinson will positively appear on the stage this fall, in C. W. Tayleure's dramatic version of "The Scarlet Letter."

Louisville is to have a new and costly theatre on Walnut street.

Antoine Ravel, of the famous "Ravel family" died recently at Toulouse. Gabriel is still living.

Among the people engaged by Manager DeBar for his St. Charles Theatre company are A. Fitzgerald, W. J. Ferguson, W. H. Davis, H. Lindley, J. A. Thompson, Miss Amelia Waugh, Mrs. E. Andrews, Miss Florence Webster and Miss Fanny Pierson.

Oliver Doud Byron threatens to torture theatre goers next season with a five act sensation, entitled "Donald McKay, the Hero of the Mountain," an episode of the Modoc war.

Charlotte Thompson is acting in California.

Eliza Weathersby and Willie Edouin are acting at the Boston Museum in "The Enchanted Beauty."

W. Horace Lingard, with Alice Dunning Lingard, have been entertaining the visitors at Saratoga.

Cody, the original Buffalo William, will travel this season with a combination of his own.

Edwin Adams will commence an engagement in Louisville, September 1.

Miss Bella Pateman has been very successful in rendering the part of *Mercy Merrick*, in the "New Magdelen," in San Francisco.

National Educational Association.

The recent convention at Elmira, New York, although our partisan press dispatch writers at Washington paid very little attention to it, was one of the most important that has assembled this season. The most distinguished friends of education in the country were there. More than 1500 delegates were present, nearly every State being represented. Louisiana was represented by Hon. W. G. Brown, our accomplished Superintendent of Education. Dr. McCosh, president of Princeton College, New Jersey, took a prominent part in the convention. Presidents Eliot, of Harvard, and A. D. White, of Cornell, and W. A. Calkins, of New York, were present.

A noticeable feature of the convention was the presence of a large number of teachers from the Southern States. Louisiana was well represented. Missouri had a large number present; also Florida, North Carolina, South Carolina and Alabama.

In the department of higher instruction, a paper by Professor Edward S. Jaynes, of Washington and Lee University, Virginia, on "The Study of Classics," are very favorably commented upon. He contended strongly in their favor. Papers on the elementary departments were carefully considered.

A paper on "Western University Education," by William G. Eliot, of St. Louis, excited much discussion, on account of his statements in regard to the manner of work in the West.

The following officers were elected for the ensuing year: President, S. H. White, of Illinois; secretary, A. P. Marble, of Massachusetts; treasurer, John Hancock, of Ohio; vice presidents, James McCosh, of New Jersey, G. P. Hays, of Pennsylvania; J. W. Dickinson, of Massachusetts; J. H. Benford, of Virginia; Miss D. A. Lathrop, of Ohio; Mrs. M. A. Stone, of Connecticut; W. T. Phelps, of Minnesota; Daniel Reed, of Missouri; E. H. Fairchild, of Kentucky; W. R. Cheery, of Maryland; John Sweet, of California, and W. A. Calkins, of New York.

Councilors are appointed from each State which has a representation present, Hon. W. G. Brown being named for Louisiana.

A pretty little boy became so intimate with one of his father's horses that he received a bad kick in the face. The doctor sewed up his lip, bandaged his eyes and poulticed his cheeks. After a few days spent in bed the lad called for a looking-glass. One glance was sufficient. "Father," he mildly cried, "do you think I shall ever be pretty again?" "No, my son," responded the governor, "you'll never be as pretty again, but you'll know a darned sight more." Knowledge is costly in this world, but that which is kicked into us is not apt to be in the least valuable.

BY TELEGRAPH.

NEW YORK.

Bank Statement.

NEW YORK, August 9.—Loans increased $771,000; specie decreased $452,200; legal tenders decreased $1,036,200; net deposits decreased $1,717,800; circulation increased $355,000.

Shipment of Silver Bars.

Two hundred and fifty thousand dollars in silver bars was shipped to Europe today.

Missing Steamer.

No news of the missing steamer Arndt.

Spot Cotton.

The market for spot cotton during the week has been subjected to much irregularity, and the prices since the opening of the week have declined. At reduced figures there was considerable business consummated both for export and consumption. Forward delivery fluctuations have been wide, especially for August contracts, which during the early part of the week declined, but with increased transactions. Within five days past there was an entire recovery, and at the close a partial advance was obtained. Later months declined yesterday, and closed with a better feeling. Sales for the week aggregate 84,301 bales, of which 74,950 bales were for future delivery, and 9351 on the spot, divided as follows: 4950 for export, 3954 for spinning, 227 for speculation, and 220 in transit. Included were 377 bales to arrive. Naval stores have been inactive: rosin has declined, and recent offerings at $3 did not result in any business.

Customs Receipts.

Customs receipts to-day $309,800; for the week $5,887,900; specie shipments for the week $723,405, of which $100,000 was gold coin and the remainder silver bars and coin.

Interest on Public Debt.

The sub-treasurer paid out $68,000 gold to-day on account of interest on the public debt and $38,000 for called bonds.

The Missing Steamer Ernest Moritz.

No news yet of the missing steamer Ernest Moritz Arndt. The anxious friends of the passengers make frequent inquiries.

Decision Against the Police Board.

Counsel to the corporation has given an opinion that the police commissioners have no authority in law for their action of a few days ago, prohibiting the movement of processions with arms through the streets.

Departure of Blaque Bey.

Blaque Bey, late Turkish minister, was among those sailing to-day for Europe.

Mortuary.

The mortuary returns give the deaths this week at 740, against 889 the previous week.

DISASTER.

The Loss of the Wawassett Confirmed—Most of the Passengers Perished—Recovery of Bodies.

WASHINGTON, August 9.—The Wawassett horror is fully confirmed. Most of the passengers perished. She left Washington on a regular passenger trip for Cone river, and burned off Chatterton Landing, where there is no wharf, the passengers and freight for that point being discharged by small boats. One boat had been lowered when the flames burst from the vessel, 200 yards from shore. Nothing remains but the broken shaft and smokestack.

The passengers registered when she left Washington were 140, but she received and discharged passengers at various landings, of whom no record has been received. The crew consisted of twelve. The loss will probably be fifty passengers and two of the crew.

The cause of the fire is unknown. As soon as the flames were discovered the vessel was headed for shore, and struck on a bar on the Virginia side.

Many ladies and children were aboard, visiting friends sojourning in the places of resort down the river. There were also many colored people on board.

Ten bodies have reached the wharf, five of which are unknown. All accounts applaud the gallantry of the captain and crew.

Captain John R. Woods, of the Wawasset, is burned around the neck and ears slightly. His account is substantially as follows:

The fire broke out twenty-five minutes past twelve o'clock, between Thorn's Gut and Chatterton. I was in the pilot house at the time. A fireman came in and told me that the boat was on fire below. I immediately came out and found that the flames had reached quite to the hurricane deck, along the walking beam. I then saw it was impossible to get to the lifeboats, which were on the after quarter, to lower them, although they were full of passengers. I threw water on the wheel ropes, so as to keep the steerage all right, and passed buckets of water from below to the hurricane deck for this purpose, as I became satisfied there was no hope of saving the vessel, and that the only chance to save the passengers was to keep her going. She headed for the beach. The boat reached the beach in about twelve or thirteen minutes after the alarm was given. In less than five minutes after the alarm was given the fire was in the rear of the pilot house. The engine refused to work about half a minute before she struck the shore, and the boat run a length before she came to a dead stop and grounded in less than five feet of water at the bow. I remained on the hurricane deck until the flames had burned the window curtains in my room, and the saloon windows below were shooting forth fiery darts. I then came down on the forward deck and did what I could to save the passengers. A great many were afraid to jump overboard. I assured them they were safe in jumping, as the water from the bow was not over their heads, and upon this assurance one or two made a leap, and many others seeing that the water was shallow followed their example and were saved.

It was with difficulty that I checked them from jumping over in large bodies and drowning each other during the excitement. I am satisfied that nearly all the lives that were lost were lost on the stern of the boat, the flames driving that way and forcing the passengers to jump or be burned. Just before I left the boat I heard a lady, Mrs. Taylor, of Alexandria, crying for help at the rear of the vessel. I saw her hanging to the middle chains, and sent a boat to her rescue, and saved her. I am satisfied that the excitement caused undue loss of life, and that every passenger was saved who jumped overboard forward. A great many lives were lost in the lifeboats by being overcrowded.

Before the boat stopped one of them was crowded with colored passengers, and when she was cut loose the stern obliged out and swamped the craft.

About a dozen small children were aboard, and I think five or six were lost.

The cargo was of a miscellaneous nature, and contained nothing inflammable except two barrels of whisky, which were in the forward hold, and were among the last things burned; it was entirely lost. The passenger list and and manifest of the vessel was lost, it being impossible for the clerk to reach the office to obtain it.

At the time of the accident but few of the passengers were asleep, and none in the state rooms. Some were lying down on sofas. The Georgiana came along on her way from Baltimore, and brought up a few of the passengers.

Bodies Being Brought to Washington.

Another steamer arrived here at 7 P. M., bringing up two of the bodies of those who perished by the Wawassett disaster, viz: Miss Bettie Reed, a child of Mr. Joseph Reed, and a colored child, whose parents reside on Madison street.

Twelve bodies were held—nine of them being colored women and three children—who were not identified. They were all buried on shore, after a description of each body had been made for further identification.

Persons were engaged in grappling to-day about the wreck. But one body was fished up, that of a colored woman, who could not be identified. Another steamer goes down to-morrow to resume the work of grappling for the bodies. So far twenty bodies have been recovered, and it is thought that there were at least fifty.

PORTLAND.

Fire on the Wharves—Steamers Burned.

PORTLAND, Me., August 9.—A large fire is raging on Galtz's wharf. The steamer Dirigo has been burned to the water's edge. The Boston boats and the steamer Chase are in great danger. The sheds of the New York steamers are all burned.

Later, 2:15 P. M.—The steamer Montreal is burned.

2:30 P. M.—The fire is spreading rapidly. All Galtz and the Atlantic wharf are burned. The wind is from the west and the fire may keep off the shore. The steamers now burning in the stream are the Dirigo, Montreal and Chase.

2:50 P. M.—The fire has spread and burned the elevator on Galtz's wharf, with several thousand bushels of grain. Most of the freight in the freight sheds on the Galtz wharf, which are on fire, has been taken out.

Five hundred tons of coal on the Galtz wharf is also burning.

Upon the breaking out of the fire the steamer Falmouth hauled clear, and getting up steam, stood safely down the harbor. The steamer Montreal, in trying to do the same, drifted alongside the Dirigo, which was adrift owing to her fastenings having burned, and was soon wrapped in flames. She is now anchored off Bay Light, burning. The steamers Chase and Forest City got clear. The steamer Carlotta is burning on middle ground, where also lies the wreck of the Dirigo.

The stewardess of the Montreal is reported drowned by jumping overboard. Other reports say it is the stewardess of the Dirigo. All the buildings on the Atlantic wharf, which was the Boston boat wharf, are swept off, and the Grand Trunk depot, adjoining, is in danger, and the freight train has just moved out the goods. It is hoped the depot will be saved. The fire department are working to the best advantage. Engines have been telegraphed for from several points.

The fire originated in the New York freight shed closet of the Dirigo, and the boat was almost instantly in flames. In half an hour she would have been discharged. A large amount of freight in the storehouse was destroyed. The Dirigo cost $100,000 in 1866. She was partially insured. The fire came across Atlantic dock into the Boston freight shed so suddenly that the men on the lower part of the wharf had to jump overboard as well as those on board of the steamer.

The dock was full of swimmers for a few minutes, until picked up by the small boats. At this time there is a boat floating bottom up with a man on it in the middle of the harbor, and several boats are putting out to rescue him. Twenty-five thousand dollars insurance is reported on the steamer Montreal, which was valued at $180,000. The elevator contained about 40,000 bushels of corn and oats; it was built strongly of wood sheathed with iron, and, with its contents, was worth probably $150,000.

The steamer Carlotta was worth about $50,000. Her iron hull can not burn. The storehouses on the Atlantic wharf contained a large amount of sugar, fresh canned goods and merchandise, which was discharged by the Falmouth this morning, though considerable of her freight had been taken away. There was also a large amount of flour in barrels for her return cargo to Halifax. The Montreal had just discharged her cargo. The city freight was most out. A large portion of the country freight is destroyed. There was considerable among the stores, and the baggage in the sheds, which is all burned; also a portion of a cargo of coal just discharging from a bark, which was hauled clear, though her foremast got on fire.

The fire is checked and the buildings on the two wharves are smouldering down. In the harbor beyond the brakewater lie the three steamers in flames. The Montreal is burning its whole length. The Dirigo lies stern toward us, and is apparently burning fore and aft. The Carlotta is burning from stern to midships.

6 P. M.—The fire is completely under control. The engines are playing upon the heaps of ruins and burning piles of wharves. Away down the harbor, beyond the breakwater, lie the wrecks of the burning iron steamer Carlotta, still burning brightly, and the Montreal and Dirigo burned to the water's edge. The fire did not spread beyond two wharves, the Galtz and Atlantic.

There are rumors of several people having been drowned, but only one body has been found—that of Nelly McCarthy, a girl of twenty, who was cleaning up on board Dirigo. The stewardess of the Dirigo, Mrs. Elizabeth Miller, who has a husband in New York, and her little daughter Mary Louise, aged twelve years, are missing, but may have been rescued. Their friends are anxiously seeking for them.

YELLOWSTONE.

From the Yellowstone Expedition.

NEW YORK, August 9.—A dispatch from the Yellowstone expedition says that the command arrived at the Yellowstone river on the sixteenth of July and encamped fifteen miles south of the mouth of Glendire creek. As soon as the wagons and troops were transferred to the other side the expedition would proceed to Muscle Shell river, leaving a detachment of infantry, under command of Captain Pearson, in the Pearson stockade, now being built.