

SPECIAL NOTICES.

Office Board of School Directors, City of New Orleans, August 29, 1873.

Office of the Louisiana Manufacturing and Propelling Company, No. 43 Carondelet street, up stairs, August 29, 1873.

Shakespeare Club, corner of Royal and Canby streets, meeting monthly on Wednesday, September 3, 1873.

Notice.—Messrs. Kennard, Howe & Prichard hold full power of attorney, and are authorized to act for me in all matters.

Southern Bank, New Orleans, July 12, 1873.—Notice is hereby given that the undeposited amount of the bonds of this bank...

St. Louis Hotel Association, New Orleans, August 29, 1873.—By virtue of a resolution adopted by the Board of Directors...

Notice.—Parties having pledges at Hart's Loan Office, upon which the same are falling to renew the same on or before the first day of September, 1873, are hereby notified that they will be sold.

Office of Louisiana Levee Company, No. 23 Carondelet street, New Orleans, August 29, 1873.

Notice.—A meeting of the stockholders of the Workmen's Accommodation Bank of New Orleans will be held at the banking house, No. 23 Carondelet street, on Monday, September 2, 1873.

Notice.—A meeting of the stockholders of the Baton Rouge and Natchez Canal and Navigation Company will be held at the office of the Board of Directors, No. 23 Carondelet street, on Monday, September 2, 1873.

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Mr. Carpenter's Indiscretions.

From the Milwaukee Journal of Commerce, August 27.

The public is just now engaged in balancing the probabilities in the case of Matthew H. Carpenter vs. the New York Tribune.

It is not difficult to understand that this case will never come into court and will never be subjected to the ordinary rules of evidence.

Mr. Carpenter may have excellent reasons for his course, but it is not at all evident, consistent with the theory of his substantial innocence of the gross misconduct imputed to him.

At the first place, probably no court of justice could so pass upon a question of this peculiar nature as to leave its ultimate answer in the minds of men any thing but a matter of either hostile prejudice, blind antagonism, or a reasonable and reasonable balancing of probabilities.

In the second place, there are such a number of personal interests besides his own involved that Mr. Carpenter's lawyer is eager on his own behalf to have the scrutiny and the publicity of the courts, may be readily conceived to be restrained, by reasons and creditable motives.

It is sometimes, perhaps always, preferable to some extent with silence, and to remain the innocent object of persecution rather than become the hero of a noisome trial and vindication.

In the third place, Mr. Carpenter's life has been full of indiscretions, such as we may find in the history of the man, done and said many foolish things, calculated to give color to the worst constructions and to afford his enemies the advantage in a legal contest.

Although he may be a likable man, and a man of great talents, and doubtless more offences at his back and call than he would care to urge them to disclose. It is easy to see why Mr. Carpenter may quail before the prospect of a trial.

The questions before the public may be stated in this manner: Is it likely that any man, of even Matthew H. Carpenter's reckless disposition—with his years and his knowledge of the world with his experience and his position in the press, should be held in a defensive position before the people and the press of the country which he had lately assumed—would have "gone on a tear" in Long and Louisiana friends? Or is it more likely that his characteristic want of consideration may have placed him in such a position as to expose him to the malicious and unscrupulous foes and enemies of the press?

We think that the balance of probability is with the latter hypothesis. It is not likely that the man, from no liking for this over-estimated, boisterous, dare-devil, unsensational character. We do not admire the animal courage, instanced in his conduct, especially in the case of getting him into scrapes all his life.

Our opinion of the standard of public morality which Mr. Carpenter displayed upon that occasion is not a very high one. We have never entertained the current exaggerated estimate of Mr. Carpenter's rhetorical gifts and legal attainments.

There are as good as no grounds for the opinion that he is a better man, finer gentleman, and better model for youth, than Matthew H. Carpenter in this State of Wisconsin, whose representative he is, like his father, in the press.

We wish to give the devil his due. Mr. Carpenter's faults, like his abilities, have been actually exaggerated. He has almost invariably shown his worst side to the world, and the world, with discriminating eyes, has recognized his conduct.

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event of its mistake, would be endurance and silence.

As for the abandoned specimens of gutter journalism which have seized upon this scandalous story in order to swell their circulation among the prudent and the vicious it is hardly necessary to say anything to discredit them.

We do not hesitate to say that there is no reasonable, honorable man who would abate one jot of his efforts for any person upon the subject of the Chicago Times. The latest indiscretion of Senator Carpenter was his attempt to obtain a fair hearing from such a paper by addressing it a note.

In such a case as this a stated denial must go for little. In any case, the prisoner at the bar may plead "not guilty." As this happens to be a case without the rules of strict evidence, having no weight for Mr. Carpenter's denial, it is tempting to fair weighing of the probabilities.

The probabilities very strongly favor the presumption that Senator Carpenter's reputation has been cruelly abused, not less by his own indiscretions than by the blundering or the malice of others. Until probability shall be overturned by evidence, we shall accord him the benefit of the presumption.

BLOXI.

It must have been a beautiful view that opened to these French mariners, worn out with a voyage of more than two months, when they beheld the Bay of Biloxi almost land-locked by its shores and islands.

Imagine oneself a Frenchman who leaps ashore in the fabled land of Lasalle. The verdure, the flowers, the forests, with visions of game and gentle savages. Perhaps we immigrants were destined to experience more severe disappointment than those who landed something less than a century ago at Biloxi.

To look at this isolated seashore village, with its piled lighthouse but without a ship of commerce in its harbor, one would regard it a strange point of origin for the empire of thirteen States, with half as many territories, which now occupy the ground that the Latin race claimed by discovery and prior occupancy.

The earlier colonists clung to this barren shore. Without fields or farms, surrounded by savages, raided occasionally by pirates, they moved and removed old and new Biloxi—Mobile. They stood and gazed upon the sea that led to France. It was a strange delusion that made the Anglo-Saxon hew' 'em way into the forest and blockhouse the savage out of his most fertile lands.

The struggle between those who had built up Biloxi to prevent a change of colonial base was memorable. Bienville contended that the chief colonial depot would be better placed at some point on the Mississippi. The opposition to this removal was formidable. The vested interests of the property owners, the influence with ignorant and mercenary officials in France, all opposed the proposed change.

Bienville toiled his way through the lakes and lagoons to the banks of the mighty river. Constant and sounding along, it was then a voyage of ten or fifteen days. We traversed the same distance yesterday in three hours! Biloxi disputed with the Crescent City; she denied the health, the water, the safety of the foundation. The site of the Crescent City certainly contrasted badly with Biloxi in more respects. It was to be founded in a marshy new spot. It was subject to an annual deluge. Worse, perhaps, than all, the theory of Bienville was a good one. First, Biloxi had no river or back country; she neither had nor could have agriculture.

Her mercantile trade consisted in shipping skins to France in exchange for fish, bread and salt. Biloxi was a failure. The Mississippi and its tributaries opened a larger possible fortune, and the spirit of adventure thirsted to explore the fertility of the Red and the possible mines of the upper Arkansas. It connected independently with New France, and the ministry even then fancied a cordon of forts to connect Canada with the colony of Louisiana. An authentic survey of the Balize proved the river, though not deep, adequate to the navigation of the period.

The construction of half a mile of levee settled the ascendancy of New Orleans, and all who could leave Biloxi, we may suppose, hastened to bet their little piles on the winner. So here is the embryo spot where the vitality of civilization made its first pulsation on this part of the continent.

The great event at Biloxi yesterday was the long talk of yacht race.

The judges of the race were Stephen D. McNeil, Esq., Captain Ira E. Bride, and Commodore M. M. Waring, of the Mobile Yacht Club.

The entries, according to the official list, the first of each having won the choice of position, were as follows:

NAME. FIRST PRIZE. SAILER.
Lionel..... Peter Robinson..... Martin Green.
Meteor..... R. Brewster..... Alex. Brewster.

NAME. SECOND PRIZE. SAILER.
Cayuga..... G. McNeil..... H. Knapp.
Eastport..... P. Klopman..... Joe Folco.

NAME. THIRD PRIZE. SAILER.
Adelia..... C. Wolcott..... H. Halley.
A. Harris..... R. Smith.

claimed the Meteor to be ahead, and time was called by the judges at thirty-one minutes past two as one minute and twenty-six seconds ahead.

Just about this time a lively scare was given by an accident to the Zo, owned by Mr. C. Klopman. From some cause or other, over she went, and all eyes and glasses were directed toward the unfortunate on board. Some one said that there were ladies on her, but this fear was soon allayed. The crew was seen sitting on the bottom, and the steamer of the lighthouse inspector and a schooner went to the rescue.

At one minute and thirty seconds past three the Meteor reached the second stake, and was then two minutes and forty-six and a half seconds ahead. The wind became very light about this time, and the Cayuga drew out of the race, not having sailed enough to complete the course in a satisfactory style. The Meteor reached the home stake at four o'clock thirty minutes and thirty seconds. Three cheers saluted the completion of one-half of her course.

Before the Linmas came in the Cayuga brought up alongside the wharf, and brought the latest news from the ship-land-locked by its shores and islands. Imagine oneself a Frenchman who leaps ashore in the fabled land of Lasalle. The verdure, the flowers, the forests, with visions of game and gentle savages. Perhaps we immigrants were destined to experience more severe disappointment than those who landed something less than a century ago at Biloxi.

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NAME. THIRD PRIZE. SAILER.
Adelia..... C. Wolcott..... H. Halley.
A. Harris..... R. Smith.

NAME. FOURTH PRIZE. SAILER.
Dialo..... Joseph H. Horner..... H. Hahn.
Northless..... P. Klopman..... H. Deltis.
Katie..... M. W. Pike..... H. Knapp.

NAME. FIFTH PRIZE. SAILER.
Petrol..... J. V. Woods..... J. Hill.
Helen..... A. Harris..... R. Smith.

NAME. SIXTH PRIZE. SAILER.
Sarah..... C. S. Walker..... H. Halley.
Dialo..... Joseph H. Horner..... H. Hahn.
Northless..... P. Klopman..... H. Deltis.
Katie..... M. W. Pike..... H. Knapp.

NAME. SEVENTH PRIZE. SAILER.
Petrol..... J. V. Woods..... J. Hill.
Helen..... A. Harris..... R. Smith.

weight about 500 pounds each, and are kept as bright and nice as a new piano.

The crews of the different boats were as follows:

ST. JOHN CREW (Colors White).
No. 1. George H. Dunbar..... 146
No. 2. C. R. de Fuentes..... 142
No. 3. T. H. Richardson..... 140
No. 4. J. H. McNeil..... 138
No. 5. Benjamin Bridges..... 136

PELICAN CREW (Colors Red).
No. 1. J. H. McNeil..... 136
No. 2. Henry K...... 134
No. 3. Paul Chaudet..... 132
No. 4. J. H. McNeil..... 130
No. 5. Robert G. Gage..... 128

RIVERSIDE CREW (Colors Blue).
No. 1. Thomas Gleason..... 140
No. 2. J. H. McNeil..... 138
No. 3. Robert E. Diamond..... 136
No. 4. J. H. McNeil..... 134
No. 5. C. G. Gleason..... 132

Waiting for the word, every one strained eagerly for the start. But first a word of the crews. The St. John four showed up in a fine form; they had evidently been judiciously trained, and were easy and graceful, moving as a unit, with precision and vigor. Nothing spasmodic in their quick, nervous stroke, and in the rapid regularity of their recover, giving promise of staying quality and endurance. The Pelican crew, too, showed up well, but somehow did not impress one so favorably as the St. John club. People doubted their ability, too, from the fact that their stroke oarsman, Connolly, has only lately recovered from a severe attack of diphtheria. As for the Riversides, they exhibited fine capabilities; there was splendid physique, great strength and the muscular development, but there was an appearance of lack of union and self-reliance that betokened ill result. We did not hear of much betting, though the wagers, if not numerous, were in some instances quite large enough to make a reporter stand aghast. In the pools, the St. John held the call at two, and even three to one.

The Riverside crew was placed at a great disadvantage, owing to an accident which happened to Mr. Rich, the original number two man. By a fall yesterday morning he was disabled, and Mr. Kelley was substituted for him. Yesterday was the first time the four put in the boat had rowed together.

When all was ready the signal gun was fired, and a fair start was effected at precisely three minutes past six. For the first fifty yards no positive difference could be noted, but after that it soon became evident that the training and experience of the older crews would tell in the end.

The stroke at the start was forty-two to the minute by all, but the Riversides who were pulling a longer and deeper stroke soon dropped this to thirty-nine. At the end of the first hundred yards the St. John's lapped the Pelicans, leaving the Riversides well to the rear.

Four minutes gone and still the same. Stroke called here and counted; showed no alteration; St. John's forty-two; Pelicans forty-one; and Riversides thirty-nine. River sides now eight lengths behind. Pelicans a good second, and the snow white pennant well to the fore. Now the race began to tell somewhat, although perhaps the foremost crew deemed it not necessary to push themselves. At any rate at the ninth minute they were rowing easily at thirty-six to the minute. So on to the finish.

Abreast of Dan Hickock's wharf, two miles and three quarters from the start, the Pelicans put on a spurt, but the St. John crew kept their advantage and resumed their regular forty-two. The Riversides were a hundred yards behind. Time to this point seventeen minutes thirty seconds.

Now for the last quarter mile! The Pelicans were responding to their coxswain's call for a last grand effort. They push their boat forward well; they gain on the St. John; they make fine efforts, but the distance is too great, the advantage already obtained by their opponents is insurmountable, and the white flag of the St. John comes to the front an easy winner in eight minutes and thirty-nine seconds, beating the Pelicans two boat lengths, and the Riversides two hundred yards.

The St. John crew have been trained to and rowed with what is known as the English stroke, one by which the whole strength of the rower is put upon the rapid surge of the oar through the water with every muscle in the human body is strained, but every muscle in the legs playing almost an important part as the arms. At the beginning of the stroke the legs are drawn up with the knees apart, but when the blade reaches the water they are straightened out, and at the same time the body is thrown back, the seat sliding about three inches. The Pelican and Riverside crews pulled a plainer stroke, with back and arms equally reaching well forward, and with pull and recover in about the same time.

Thus ended one of the finest races ever seen in the South.

The prizes contested for, aside from the championship are: First prize, offered by the New Orleans and Carrollton Railroad Company, to first boat a rich silver strawberry and cream bowl and ladle, of elegant and peculiar construction; second prize, offered by Colonel Dan Hickock, of Carrollton, to second boat, a set consisting of a hand, some silver ice pitcher, two goblets, silver bowl and salver; third prize, offered by Mr. E. A. Tyler himself, to the stroke oar of the winning boat, a massive silver napkin ring of original design and appropriately ornamented with aquatic emblems. Altogether the prizes are valued at from four to five thousand dollars.

The judges stationed on the tugboat Tyler were C. Crowley, Esq., for the Pelicans; B. M. Harrod, Esq., for the St. John, and Judge E. P. Fellows, for the Riverside. Mr. E. A. Tyler officiated as time keeper. The prizes were handed to the winners on the boats, to which they returned, and all went home happy.

Cloud.
[From the Louisville Ledger of August 26.]
James C. Cloud, the rowing, who has been detained at this place since Tuesday evening on account of the necessary remittances, not weary or sick, but in good health and spirits. He will start positively at four o'clock this evening, and will be piloted over the Ohio falls by Trace, in his boat Jennie. He returns his thanks to his many friends, among whom are Billie Kagle, Louis Trace and Captain Charles Kremer for kindness shown him while stopping in our city. He is confident of making the trip in much less time than allowed by the wager. The last hundred miles he has to row in twenty-four hours.

The first cotton factory built in the United States was at Beverly, Massachusetts, in 1787 and was visited by General Washington, October 30, 1787.

BY TELEGRAPH.

WASHINGTON.

Report on the Wawasset Disaster.
WASHINGTON, September 1.—The inspectors of steamboats have made public their official report of the Wawasset disaster.

The document, the receipt of the Portauze Ferry company and the captain and mate, and the suspension of the engineer.

The report charges against the ferry company for carrying more passengers than allowed, and the employment of officers who did not bear certificates, and against the captain and mate for neglecting to stop the boat at the proper place, and for not having the proper documents. Want of discipline is generally charged, and undue anxiety on the part of the captain to save the boat instead of the passengers.

The Secretary has referred the report to the Solicitor General for his action, with a view to the prosecution of the alleged culprits.

The Debt Statement.

The debt statement shows a decrease of \$68,750,000. Coin in the treasury \$8,125,000, currency \$12,000,000.

A Dangerous Counterfeit.

The Treasury has discovered the existence of a very dangerous counterfeit of the \$500 legal tender note, last series of 1869, so perfect in its execution that Treasurer Spinner declares it is calculated to deceive even the most practical experts. The note was forwarded here by the Assistant Treasurer at New York, who suspected it, but forwarded it to the Treasurer for examination by experts of the department. The difference between the counterfeit and the genuine issue will be given for publication to-morrow.

NEW YORK.

The Supposed Case of Asiatic Cholera.

NEW YORK, September 1.—The post-mortem examination of the body of an English emigrant named Edwards, who was reported to have died from Asiatic cholera, showed the man to have died of typhoid fever.

Customs Receipts.

Customs receipts over \$500,000.

Marine.

Arrived—Herman Livingston. Arrived out—Scotia, Samaria, Periere, Bremen and Idaho.

The Brooklyn Treasury Defalcation.

The case of City Treasurer Sprague, of Brooklyn, now in the hands of the controller, amount to \$200,000, and his seven bondsmen promise to make good any deficiency by experts of the department. Sprague's defaulting assistant remains in jail.

Paying Interest.

The sub-treasury paid out to-day \$107,000 on account of interest, and \$60,000 for called bonds.

Japanese Students Ordered Home.

Hiro Moto writes to the London Times that all the young men sent out by the Japanese government throughout Europe and America with a view of applying their own selves to the study of the different branches of science, have been ordered to return home. The students at present number 600. The government has charged the resident ministers to make choice among the students, requiring the best deserving of them to be pointed out and the remainder sent back to Japan.