# NEW ORLEANS REPUBLICAN.

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## AMUSEMENTS.

ACADEMY OF MUSIC.

IMMENSE SUCCESS.

THE GREAT

LULU COMBINATION

EVERY EVENING.

First Grand Lulu Matinee

se10 SATURDAY NOON.

## CAUTION.

CAUTION.—NO CONSIDERATION HAVING been received, parties are hereby warned against negotiating for thirteen rent notes, one dated July 5, 1872, and due October 3, 1873, and twelve for $125 each, dated June 17, 1873, and due third of every month, commencing November 3, 1875, and ending October 3, 1874. All the above notes are drawn to the order of E. Liberman and indorsed by said E. Liberman and signed by E. Davidson. E. DAVIDSON, se10 3t* E. LIBERMAN.

## WANTED.

WANTED.—A NEAT AND TIDY GIRL, WHITE or colored, to do house work in a small family. Apply at No. 433 Baronne street. se9

## FOR RENT.

FOR RENT—A DESIRABLY LOCATED TWO-story brick dwelling, situated on the west side of Prytania street, between Josephine and St. Andrew streets, No. 207. Contains hall, two parlors, dining-room, pantrue, kitchen, coal and wash houses, with servants rooms separate from the main building, six large and airy bed rooms, with openings at the sides, room for bath, and gas throughout, large yard, alley-way to the front, well and cistern, iron railing, and paved in the front of the yard. Possession given on the first of October, and for further particulars apply to E. CONERY, sel1 1m Corner of Canal and Delta streets.

FARM TO RENT FOR LESS THAN THE TAXES.—A small farm in the Sixth District, convenient to all the city markets, consisting of about eight squares of ground, under picket fence, fronting on Nashville avenue and State street, immediately adjoining the property of J. A. Peal, Esq., having a large orchard of fine orange, fig trees, scuppernong vines etc., of choice qualities, in full bearing, and which, with proper attention, could be made very productive, being only thirty minutes' distance from Canal street by the Carrollton cars. Possession immediate; terms easy. Apply to E. P. LAVILLEBRUVIG, No. 8 Union street; or to No. 143 St. Ann street, between 8 and 10 A. M. If desired, as much more ground can be added to the above. au27 1m

TO COTTON FACTORS, BROKERS, OR BUYERS.

For rent—That first-class and well located office, No. 4, at No. 106 Gravier street (up stairs), between Carondelet and Baronne streets. Possession given immediately. Apply to JOSEPH LENES, No. 206 Camp street, or to JULES CASSARD, Germania National Bank. au20 1m

FOR RENT.—THE NEATLY FINISHED AND comfortably located TWO-STORY BRICK RESIDENCE, No. 238 Baronne street (shady side), between Triton walk and Julia streets. Possession given October 1.

Also—THE TWO-STORY BRICK RESIDENCE, No. 240 Baronne street, adjoining the above. Possession given November 1.

The above residences have large yards, are well finished inside, in perfect order, centrally located, opening on two streets, and only five minutes' walk from Canal street. Cars pass both ways in front, and are convenient to business and all places of amusement. Apply to JOSEPH LENES, No. 206 Camp street, or JULES CASSARD, Germania National Bank. Or to au20 1m


## CONSTABLES' SALES.

**E. N. Montardier vs. Kate Breunning and** William Voelker, in solido—Third Justice Court for the Parish of Orleans, No 836.

BY VIRTUE OF A WRIT OF FIERI FACIAS against Kate Breunning, to me directed by the Hon. John L. Laresche, Third Justice of the Peace in and for the parish of Orleans, in the above entitled case I will proceed to sell at public auction, at the Merchants and Auctioneers' Exchange, on Royal, between Canal and Customhouse streets, on the second day of October, 1873, at twelve o'clock M., the following property—

THE ONE UNDIVIDED HALF of the following described property belonging to the defendant, Nancy Catherine Brown, widow of Henry Adolphe Breunning, to wit: Two lots of ground situated in the Second District of this city, in the square bounded by Canal, Customhouse, Tonti and Rocheblave streets, designated by the Nos. 16 and 47 on a plan made by C. A. Hedin, dated April 13, 1850, and deposited in the office of Ainsworth, late notary public in this city; said lots being each 25 feet front on Customhouse street, by 100 feet in depth, between parallel lines, and bounded in the rear by an alley ten feet wide, and common to said lots and others; lot No. 16 forming the corner of Rocheblave and Customhouse streets. Said lots of ground, together with others, were purchased by the late Henry Adolphe Breunning from James J. M. Baker per act executed before R. J. Ker, notary public, dated April 16, 1856, and now belong to the widow of said Henry Adolphe Breunning and to his minor children in the following proportions, to wit: One undivided half to said minor children, and one undivided half to said Nancy Catherine Brown, widow of Henry Adolphe Breunning, as surviving widow in community of deceased.

Terms—Cash on the spot in United States treasury notes.

se5 WILLIAM EGAN, Constable.

**Mr. and Mrs. A. J. Irish vs George Bevan**—First Justice Court for the Parish of Orleans No. 1179.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Hon. W. T. Houston, First Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, at the Merchants and Auctioneers' Exchange, Royal street, between Canal and Customhouse streets, in the Second District of this city, on SATURDAY, October 11, 1873, at twelve o'clock M., the following described property, to wit—

TWO CERTAIN LOTS OF GROUND, situated in the Fourth District of this city, and designated by the Nos. 20 and 21 in square No. 251, bounded by St. Patrick, Harmony, St. David and Seventh street, as per plan made by F. N. Tourne, architect, on the fifteenth February, 1860, and deposited in the office of A. E. Bienvenu, notary, as plan No. 63; said lots having the following dimensions, to wit: Lot No. 20 27 feet 3 inches 7 lines front on Seventh street by 100 feet deep, and lot No. 21 forming the corner of Seventh and St. Patrick streets, 27 feet 3 inches 3 lines front on Seventh street, by 100 feet depth and front on St. Patrick street, all American measure; together with all the rights, ways and privileges thereunto belonging or in anywise appertaining.

Seized in the above numbered suit.

Terms—Cash on the spot.

sel 25 ol1 JOHN HURLEY, Constable.

**Thomas McCarthy vs. William Martin**—Second Justice Court for the Parish of Orleans, No. 2425.

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed by the Hon. W. L. Evans, Second Justice of the Peace in and for the parish of Orleans, in the above entitled and numbered suit, I will proceed to sell at public auction, at the Stonewall Jackson stables, No. 134 Baronne street, on MONDAY, September 22, 1873, at twelve o'clock M.—

ONE CREAM COLORED MARE AND FOAL.

Seized in the above numbered and entitled suit.

Terms—Cash on the spot.

sel1 16 21 JOHN McCORMICK, Constable.

**F. G. Chamberlain vs. Charles Rollins**—First Justice Court for the parish of Orleans, No. 1114.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Hon. W. T. Houston, first justice of the peace in and for the parish of Orleans, I will proceed to sell at public auct on, on MONDAY, September 22, 1873, at twelve o'clock M., at James Regan's stables, on Baronne street, near Povdras, the following describe property, to wit—

ONE BAY MARE.

ONE SET OF HARNESS.

ONE DRAY.

Seized in the above entitled suit.

Terms—Cash on the spot.

sel1 16 21 JOHN HURLEY, Constable.

**City of New Orleans vs. the Lugger** Joseph A. Walsh, captain and owner—Seventh Justice Court for the parish of Orleans No. 2024.

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed by the Hon. I. W. Falls, Seventh Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, on THURSDAY, September 11, 1873, at 5 P. M.—

THE LUGGER JOSEPH A. WALSH, sails and tackle, as she now lies on the ground near the foot of Amelia street, in front of the New Orleans Building and Manufacturing Company's brick yard, in the Sixth District of this city.

Seized in the above entitled suit.

Terms—Cash on the spot in United States currency.

se2 7 11 E. B. FALLS, Constable.

**L. Lieutenant vs. Madame Formelle**—Fourth Justice Court for the Parish of Orleans, No. 2241.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Hon. John Cain, Fourth Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, at my warehouse No. 7 Frenchmen street, on SATURDAY, September 20, 1873, at twelve o'clock M., the following described property, to wit—

ONE LOT OF HOUSEHOLD FURNITURE.

Seized in the above entitled suit.

Terms—Cash on the spot.

se19 15 20 J. W. JONES, Constable.

## American Railroads—The Cost of Transportation on Them.

BY B. B. FERGUSON.

In all countries the people should own their own lines of transportation, so that all breadstuffs, provisions and articles of general consumption may be carried for the cost, any charge above cost is a tax upon all, for the benefit of monopoly. In order that the people may know something of the tax they are paying our railroad monopolies for the transportation of their products, I herewith submit a table showing the cost of fourth class freight from the different points mentioned in the table to New York city. I have arranged the freight per ton, per 100 lbs, and per bushel of 56 lbs, that all may see at a glance. I first select the month of June (1873), as the month is usually the lowest month for rail freights during the year, and the month of June, 1873, was the lowest month we ever had since the inauguration of through freight rates, so the average we obtain from this month will be as low as though freights were ever carried.

[The tabular statement is omitted.]

From the above it will be seen the average rate from Chicago to New York for the month of June was $9 per ton, 45 cents per 100 pounds, or 25 2-10 cents per bushel of 56 pounds. From Peoria $11 per ton, 55 cents per 100 pounds, or 30 8-10 cents per bushel of 56 pounds. From Toledo, Illinois, same month, $11 60 per ton, 58 per 100 pounds, or 32 4-10 cents per bushel of 56 pounds. Decatur, Illinois, the same rate, $11 60. Carthage, Illinois, also the same rate, $11 60 per ton, 58 cents per 100 pounds, or 32 4-10 cents per bushel of 56 pounds. St. Louis, Missouri, $12 per ton, 60 cents per 100 pounds, or 33 6-10 cents per bushel of 56 pounds. From East St. Louis $10 80 per ton, 54 cents per 100 pounds, or 30 3-10 cents per bushel of 56 pounds. From Keokuk, Iowa, $11 to $13 per ton, 55 to 65 cents per 100 pounds, or 30 8-10 to 36 4-10 cents per bushel of 56 pounds. Davenport, Iowa, $12 50 to $12 50 per ton, 62½ to 62½ cents per 100 pounds, or 34 7-10 to 35 cents per bushel of 56 pounds. We will now, by way of contrast, take the rate from Chicago to New York during the month of January, 1873, and find it to have been $42 per ton, 2 cents per 100 pounds, or 56 7-10 cents per bushel of 56 pounds, while for the month of June, same year, it was 25 2-10 cents per bushel of 56 pounds—thus showing a difference of 31 1-10 cents more for January than in June, or an average for the two months of 28 5-10 cents per bushel of 56 pounds.

The average from Chicago for the past year of 1872 was $11 25 per ton, 56 cents per 100 pounds, or 31 4-10 cents per bushel of 56 pounds. The average from Chicago during the winter months for the last five years was $18 40, or 92 cents per 100 pounds, or being 51 4-10 cents per bushel of 56 pounds. While from St. Louis for the same period of time it was still higher, being $18 25 per ton, or 91 2-10 cents per 100 pounds, or 57 cents per bushel of 56 pounds. From Toledo, Ohio, the lowest point in our estimate, the average for the same time was $9 10 per ton, 45½ cents per 100 pounds, or 26 cents per bushel of 56 pounds. This gives an average for the last five years from those three cities of 31 4-10 cents per bushel, and an average from the two cities of Chicago and St. Louis of 44 1-10 cents per bushel. While from all the above averages we may safely conclude that 31½ cents is a fair estimate of the average cost of transporting a bushel of 56 pounds a thousand miles—or from the Mississippi river to the Atlantic seaboard at New York. Or that the farmer or producer, in Illinois, Iowa, Missouri, Minnesota and Wisconsin always pays 31½ cents per bushel of 56 pounds, and oftentimes far more as the rates and averages above are only from competing points, local rates not being included. 31½ cents per bushel is 62½ cents per 100 pounds, or $11 25 per ton. From the best authority in the country it is stated that the average drawing capacity of a thirty ton locomotive is 500 gross tons (exclusive of the weight of cars) over our present lines of railroad. The average cost of our present railroad system, according to Poor's manual, is about $40,000 per mile. This, of course, includes the stealings, jobbery, and other fashionable "Credit Mobilier" transactions, together with fictitious values, such as only the initiated understand. But for fear some of those initiated gentlemen should find fault with our estimate and say it was too small, we will place the cost of a double track road and equipment at $80,000 per mile. The average rate of speed of freight trains on the New York Central and Hudson river road, while in motion, was fifteen miles per hour. That of the Boston and Albany railroad was also fifteen miles. (See engineer's report for 1872).

The number of pounds of coal consumed per mile by a thirty ton locomotive, hauling at its utmost capacity, is (according to Superintendent McQueen, of the Schenectady locomotive works) 60 pounds. This coal being worth out an average about $4 per ton—although in many places in Illinois it is mined at the railroad stations for $2 50 per ton. Say of $3 per ton, the quantity of coal consumed in a journey of 1000 miles for about the distance from St. Louis, Keokuk and Chicago to New York city or Boston, would be 60,000 pounds, or 30 tons, at $3 per ton, amounting to $108. The help necessary to run a train of 30 cars would be—

| | |
|---|---|
| One engineer, at $90 per month | $30 |
| One fireman, at $45 per month | 15 |
| Four brakemen, at $40 per month | 120 |
| One conductor, at $60 per month | 30 |
| Total | $195 |

Cost of help per day, $11 63.

At the average rate of speed, 15 miles per hour, it would take 66 hours and 40 minutes for a train moving all the time to make the journey from Chicago to New York, or 3 days, 18 hours and 20 minutes. Pretending to be cautious, and leave a wide margin for contingencies, we will say it requires 4 days to make the trip. This would be a continuous speed of about 10½ miles per hour. Four days' use of help, at $11 63 per day, would amount to $58 52; oil and waste, $30; office labor of clerks, agents, etc., $5; stationery, $1; switchmen, flagmen, etc., $20. The cost of repairs of road bed and railway, cost of iron used in repairs, repairs of engines and tenders, repairs to freight cars, on New York Central and Hudson River railroad, for the year 1872, was, according to State engineer's report on railroads, $6,807,239 66. This includes all the wear and tear to the road bed and rolling stock. The number of tons of freight moved over the road to produce this cost was 888,327,865. Dividing the cost of wear and tear by the number of tons transported, and we find it to be less than ½ of a cent per ton. We will call it a thousand miles of railroad and equipments, at $80,000 per mile, would cost $80,000. The amount of money at 7 per cent would amount to $5,600 yearly. We will call it $6,000,000 to make a liberal allowance for contingencies. The length of the New York Central and Hudson River railroad, including branches and leased roads, is 850 miles. If this length of road moved during the year 1871, (State engineer's report, page 138), 888,327,865 tons one mile, 1000 miles of road would move 1,200,443,000 tons, using the same basis of calculation. But there is no doubt in my mind but what a through trunk line of railroad 1000 miles in length, devoted to the interests of the public (or producers and consumers), would have double, or perhaps treble, that amount of freight to carry. But, at the above amount, we find that, by dividing $6,000,000 by 1,200,000,000 tons of freight moved during the year, the cost of interest on this sum of money ($80,000,000) would only amount to 5 mills per year; or, to be more plain, every ton of freight moved over the road would have to pay 5 mills as its proportion of the interest, no matter whether it was moved one mile or one thousand miles. We will now proceed to sum up the cost of transporting a train of thirty cars from Chicago, St. Louis or Keokuk to New York city, or about one thousand miles.

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|---|---|
| Cost of fuel, 22 tons coal at $3 | $66 00 |
| Cost of help, four days, at $11 63 per day | 46 52 |
| Cost of oil and waste | 30 00 |
| *Office, labor of clerks, agents, etc. | 5 00 |
| Stationery | 1 00 |
| Switchmen, flagmen, etc. | 20 00 |
| Wear and tear, quarter of a cent per ton on 900 tons | 2 25 |
| Interest, at five cents per ton on 900 tons | 45 00 |
| Total cost for hauling 900 tons 1000 miles | $224 32 |

Here we have $224 32 as the entire cost of hauling a train of thirty cars, carrying 30 gross tons 1000 miles. Not $1 per ton! While, during the past month of June, Chicago paid $9; Peoria, $11; Toledo, $11 60; Decatur, $11 60; Carthage, $11 60; St. Louis, $12; East St. Louis, $10 80; Keokuk, Iowa, $13; Davenport, Iowa, $11 50 to $12 30 per ton for the same service and that the cheapest month in this year. As it is my desire to have everything correct, I will thank any railroad official or board of directors to point out any errors they may discover in these statements. But to avoid the appearance of partiality we will increase the cost three times, or add 200 per cent to the above figures. Is that enough? We now have the cost to be $3 22 per ton per 1000 miles, or eleven cents and one mill per 100 pounds. This would be six cents and two mills per bushel of 56 pounds, including corn and rye; six cents and seven mills per bushel of 60 pounds, including wheat, and three cents and six mills per bushel of 32 pounds, including oats. But, bear in mind that six cents and two mills for corn and rye, six cents and seven mills for wheat and three cents and six mills for oats include an addition of 200 per cent.

Farmers of the West and Northwest, manufacturers, merchants and business men of the East, are you in need of such a route of transportation? Here you have your present railroad system that has charged you ever since its inauguration 31½ cents per bushel of 56 lbs, and will continue to charge that, or more, for all time to come, unless checked by a united uprising of the whole nation. It has now corrupted almost every branch of our governmental policy. In proof of which witness the recent Credit Mobilier investigations in Congress, and the futile efforts of State legislatures all over the land to control these traitors to American freedom. Combinations are still going on every day. Within the past two months many important changes have taken place. And still the people sit quietly while the iron yoke of serfdom is being fast woven and welded around their willing necks. How long must you submit to such outrageous treatment, while gold-bought lawyers, judges and juries tell you it is not lawful for you to dictate to the roads what they must charge? The created has become greater than the creator. Out with such sophistry. The government—judges—lawyers—the nation is but the voice of the people, and their will supreme. The servants of the people must serve the people. If they fail—as railroads, judges, juries and legislators have failed—then let the people make them feel their power.

Pardon the digression. I was saying the railroads and charged 31½ always, while the same transportation can be done for 6 cents, and pay all cost and a handsome profit to investors. The producers and consumers are paying 25 cents per bushel extortion on every bushel of grain transported by rail.

The productions of corn, oats and wheat in the States of Iowa, Minnesota, Wisconsin, Missouri, Illinois, Indiana, Michigan and Ohio, for the year 1871, were (according to the agricultural report for that year) 767,707,000 bushels, while for 1872 they were 1,000,000,000 bushels. A saving to the people of the country of 25 cents per bushel on this amount would reach the enormous sum of $250,000,000 yearly, taking as a basis the cost from Chicago of 31½ cents. But when we remember that this amount is from given competing points, and from the intermediate stations, where the majority of the farmers sell all their grain the rates are very much higher, oftentimes reaching 80 cents per 100 pounds from points in Iowa, and 70 cents from points in Illinois, we feel assured that $250,000,000 is a safe estimate for each year.

If the public wish to pay the national debt let the people build a line of road that shall carry freight for cost, but charge the same price, or fifty-five cents per 100 pounds for eight years, as is now charged by the present lines, putting the amount left, after paying cost, into the treasury at Washington, and let it remain there until the eight years have elapsed, and our nation will be out of debt, have a surplus to lend and have the line of railroad paid for. Such are the enormous profits now made by our present system. They are so large that the railroads have resorted to watering their stock and other subterfuges to hide their true value.

The fact that presents itself to the people as deserving of their most careful and earnest consideration is this: The directors of our trunk lines can communicate together by telegraph, and in the space of six hours this handful of men can dictate to forty millions of people what they must and shall pay for food, fuel, clothing and all other necessaries of life. Such power should not be exercised by twenty millions of people against the other half of the nation. How much less should a score of men possess such power over a nation of freemen? The Shah of Persia, despot that he is, would be instantly beheaded by his serfs if he would even dare assume such power. Our railroad monopolies, protection theorists and other rings and lobbying cliques have well nigh ruined the country, and to-day they govern the masses, robbing the producer and consumer of all their earnings, leaving them a beggarly subsistence, while those baron robbers, with their untold stolen wealth, revel in luxury, and continue their corrupting practices upon our whole political system, which has become rotten at the base, and is even now tottering and ready to crumble and crumble to pieces at the first shock of reaction. But the remedy for all this evil is in the hands of the people. The producers and consumers possess the power if they will only unite—throw party and partisan feeling overboard—have nothing to do with politicians of the past, but look in your own homes and communities for honest, careful men, to and in whom you can give your confidential trust and rely upon its fulfillment. If the people will unite in this and use their own common sense faculties, we may overcome these powerful monopolies and once more restore our country to the purity that was contemplated by our forefathers when they framed the constitution. Now the drowning man who will not reach out and grasp the hand that is outstretched to save him, deserves his fate; the poisoned man who refuses to take the only antidote that will cure him, will die. That nation or people who possess the power of and within themselves to correct any and all the evils of their government, and who through ignorance or carelessness and indifference, refuse to exercise that power until it is too late—that nation and people deserve to be made the slaves and serfs of the people—to be ground down to earth by the iron heel of monopoly and never more to rise to the position of freemen. I say we fully deserve this condition, if, knowing we possess the power to avoid it, we permit it to continue any longer.

The remedy for the railroad extortion lies in the people building a through trunk line of railroad that shall carry freight for cost, not in trying to legislate our present railroad system into the way they shall run their roads and how much they shall charge, for if you undertake this the roads will defeat you by bribery. They will pay your representatives from $5 to $100,000 each. Almost every man sent to the legislatures in these corrupt times has his price, and if $20,000 won't buy him, $100,000 will. The roads will pay this and more to defeat you, and then turn round and charge enough more for your transportation to make it up in six months out of your own pockets. Every thinking mind can see this. You must meet this question in a practical way. Theories will fail you. If you expect to work reforms through the legislatures you will work years and accomplish nothing. Let the present system go on in its old way. Build a line for the people, let it go abroad throughout the land that this is to be the people's railroad; that the people intend to give it their entire support, to ship all their freight over it, and that those who invest in it will have 8 or 9 per cent interest guaranteed them, and the moment the people sustain it there will be no trouble in finding the money to build it. Poor working men and women can invest there instead of putting money in the savings banks. Now mark the practical result: When you complete one through trunk line, to be directly under your control, and carry freight for cost, you will then be in a position to dictate to the present system, and not until then; for when you carry freight for $2 50 per ton per 1000 miles, do you think a shipper will pay our present system $11, $12 and $14? No; but we will ship by the cheaper route, and, if not convenient to it, the people will soon build feeders to it. Once establish the principle by building one line, and your battle is won. Victory is yours.

*The work of clerks, book-keepers, etc., would be simply to make out bills of lading, way bills, etc., of the thirty cars, and forward them to their destination. This might require the work of a smart penman two hours at each end of the route; and as none of this class of help gets $5 per day, my allowance is large.

### An Imbecile Governor.

Missouri has a Governor who has not distinguished himself for enforcing the laws or protecting life and property within the borders of his dominions. Outlawry, robbery and murder are as frequent in some portions of Missouri as they have been in Franklin parish in our own State, and yet her Governor has done little or nothing to prevent or punish. This fact leads the Lexington *Caucasian*, a firm Democratic paper, to talk very plainly to the Governor:

Mobocracy—wild, brutal, demoniac mobocracy—reigns triumphant in Democratic Missouri! and our high and noble patriot—our eminent Christian statesman, our chaste Governor, Sile Woodson—for refusing to hoist whose despicable, damnable name to its masthead the *Caucasian* was denounced as a recreant and traitor—Sile Woodson sits idly in his gilded den, and with all the power of the State at his command, sees her soil run red by the blood of her mob murdered citizens; sees human life made the cheapest, vilest thing in all our borders! Down with him! Down with every fraud and failure, ignoramus, ass and dastard—whether Radical or Democrat!

The *Caucasian's* language is rather strong, but the sentiment is commendable.

Kentucky has another Governor of the helpless kind, of the name of Leslie. The Louisville *Courier-Journal* has of late had a special reporter in the western portion of that State, investigating and writing up the outrages perpetrated upon the colored people of that section by the Ku-Klux. He has furnished some shocking details of human depravity, and the press of that State, Democratic as well as Republican, are calling upon the Governor to exercise his power and influence to stop these outrages. This Kentucky Governor neglects or refuses to do, under the shelter of the most frivolous excuses—not, however, because he has any sympathy with the bandits, because he is a high-toned Christian gentleman," but because of his innate weakness, timidity and imbecility.

The people of those states who are afflicted with such a man in the executive chair are sincerely to be pitied.

### A Mother Seeks her Lost Boy.

Postmaster Ringgold has received a letter from Bridget Lennon, Rochester, New York, inquiring for her son, Peter Lennon, who, she has reason to believe, is now in this city. The poor mother writes a most feeling letter to the postmaster. She states that she has not seen her son since he was four years and six months of age, at which time he was stolen from her mother's house by her husband. Her mother was then living at Golden Island, in Canada. This was seventeen years ago. Since that time she has advertised for him and sought for him in vain. The boy is now, if living, about twenty-one years of age. He was born in Liverpool, England. If this paragraph should reach the eye of Peter Lennon, or of those who know anything concerning him, they will perform one of those deeds of goodness for which sinners get credit in the book of the Most High by communicating the fact to Mrs. Lennon, in care of Rev. Father Steward, C. P., St. Mary's, Rochester, New York, or to Postmaster Charles W. Ringgold, of this city.

### Executive Order—Reward Offered for the Assassins of Judge Crawford, Mr. Harris and Mr. Archibald.

We are pleased to announce that Governor Kellogg has taken measures to secure the arrest of the assassins of Franklin and Richland parishes. We publish the executive order in another column, wherein the Governor offers a reward of $500 for the apprehension and conviction of the men who murdered Judge T. S. Crawford and District Attorney A. P. Harris last Monday, near Winnsboro, in Franklin parish, and $2500 for the men who murdered Thomas Archibald at Alto, in Richland parish, on the second instant. We sincerely hope, for the good name of the State, these outlaws will speedily be brought to punishment.

### Departure of the Governor.

Governor Kellogg and wife left the city last evening for a few days travel and sojourn in the North. The Governor will first stop for a few days in Chicago, and proceed thence to New York City, where he has an appointment to meet some of the great railroad kings for the purpose of consulting about our projected lines into Northern Louisiana and Texas. This is the principal business that calls him away at this time. We wish him the utmost success and all the pleasure possible.

### Amusements.

The desire to see Lulu and the exhibition of artists surrounding her, at the Academy of Music, continues unabated. A fair audience assembled last evening, and all present were well pleased and entertained. It may be remembered that the stay of this combination in our city is limited, necessarily, and as the Lulu acts are entirely new, no one should miss the opportunity of seeing her at least once during her stay.

### Naval Courtmartial.

The naval courtmartial which convened yesterday for the trial of First Assistant Engineer Cleland Lindsley remained in session two hours, and then adjourned until twelve o'clock to-day.

A celebrated clergyman once objected to the proposed raising of his salary on the ground that it was too much trouble to collect what was already promised him.

# BY TELEGRAPH.

## WASHINGTON.

### News from the Polaris.

WASHINGTON, September 10.—The Secretary of the Navy received the following to-day:

UNITED STATES STEAMER JUNIATA, St. John's, N. F., September 10, 1873.

To Hon. George M. Robeson, Secretary of the Navy, Washington, D. C.:

The Juniata arrived here to-day. She met the Tigress at Upper Navik and supplied her with coal. She sailed August 11 for Littleton island. The Tigress met the Juniata's steam launch, Lieutenant Delong, who had been to Cape York in the launch, off Tesinsk. At Disco the Juniata met the Tigress again and coaled her on August 25. Commander Greer reports that the camp of the Polaris was found August 14 off Littleton island, latitude 78° 23' north, longitude 75° 46' west.

The crew of the Polaris had all gone south two months before in two whaleboats taken from the ship. The Polaris sunk one month before. We kept a careful lookout going north and coming south; saw no signs; stopped at all the settlements, but heard no news of the crew of the Polaris. They are probably on board a whaler from Cape York.

The Tigress left Disco August 25 for the Labrador coast to continue the search as long as her coal and the season permits.

The above dispatch was received from Commander Braine, commanding the Juniata. Littleton island, referred to, is about sixty miles north of Northumberland island. It is a little south of the life boat depot of Dr. Kane in 1853. The probability is that the Tyson party were mistaken as to the locality of their separation from the Polaris, and that it was really Littleton island instead of Northumberland. It is hardly possible that the Polaris in her disabled condition succeeded in any way in reaching a point sixty miles further north. It is understood that orders were sent by telegraph to Commander Braine to continue the search for the crew of the Polaris.

### Photographs.

The Treasury Department will send photographs of the genuine and spurious $500 note to banking establishments.

### Reward for a Defaulting Collector.

The government offers $1000 for the arrest of the defaulting collector, Harper, and unless the arrest of the suspected deputies.

## ASSASSINATION.

### Further Particulars of the Murder of Judge Crawford and District Attorney Harris.

MONROE, La., September 10.—On Saturday last Judge T. S. Crawford adjourned the district court at Winnsboro, Franklin parish, until Tuesday. He accompanied District Attorney Arthur P. Harris to Columbia, Caldwell parish, and spent the Sabbath at that place. They started from Columbia on their return to Winnsboro on Monday morning, and when twelve miles west of Winnsboro were waylaid by four men lying in ambush, in the midst of a dense thicket of several miles in extent, and murdered in cold blood.

Judge Crawford was shot in five places, in the head and body, and it is thought he struggled with the assassins, as his head was badly bruised and mangled.

Mr. Harris was shot in the back of the head and in the thigh, and his horse was shot from under him.

The bodies were discovered on Monday evening by Thomas J. Hough, son of Judge Hough, who was on his way to Winnsboro to attend court. It is thought that the murders were committed by a party of desperadoes known as Tom Winn's gang.

The leader of this party was at the last term of the court tried before Judge Crawford at Columbia for murder and convicted, being prosecuted by District Attorney Harris. He made his escape from jail before the sentence was passed, and has made repeated threats that he would kill the judge and prosecutor. The people of the parish are indignant, and a large number of men are in pursuit. It is thought that the murderers will be overtaken within twenty-four hours.

Judge Crawford was about fifty years of age, a fine lawyer and an upright judge. He is a brother of Senator Crawford, of Madison parish, and leaves a large family. He will be buried at Columbia to-day.

Mr. Harris was about forty years of age, and was universally esteemed for his general social qualities. He has been at the bar in North Louisiana nearly twenty years, and was master of the Columbia lodge of Free Masons. His body was brought to this place, and his funeral will take place this afternoon, the services being conducted by the Masonic fraternity.

The district court at this place has adjourned, in respect to the memory of the deceased. The assassination of these gentlemen has no political significance whatever.

Judge Crawford was a Republican and Mr. Harris a Democrat, and they were murdered by desperadoes whose enmity they had incurred in the discharge of their official duties.

## NEW YORK.

### Hoboken Savings Bank.

NEW YORK, September 10.—An examination of 3200 pass books of the Hoboken Savings Bank shows a deficit of $193,000. There remain to be balanced 1300 books. The defalcation of Klenner, who recently absconded, will probably reach $150,000. The bank owes its depositors $1,300,000, but will fall about $63,000 short.

### The Graphic Balloon.

The enormous balloon was visited by thousands. If the weather is favorable the balloon will be launched at six o'clock this evening. The aeronauts expect to land in Europe the morning of the second day.

*Later*—The ascension has been postponed. The inflation commenced at three o'clock this morning. When a quarter filled the balloon became unmanageable. A hole six feet in circumference was cut in it by Major Donaldson. The safety valve is out of fix.

The arrangements for the inflation of the transatlantic balloon were of the most meagre character up to eleven o'clock. Professor Wise had not appeared and did not send explanation of his absence. It is now accepted as a certainty that he has abandoned the trip.

An immense crowd was disappointed by the non-inflation and non-departure of the balloon to-day. It is not generally believed it will start for Europe.

### Marine.

Arrived—Europe, Glasgow, Virginia, San Salvador, Montgomery, Tennessee, Lisbon and Manhattan.

### Butter and Cheese.

A butter and cheese exchange was opened here today. One hundred and forty firms have membership.

### Cheap Transportation.

The Senate Committee on Transportation met at the Fifth Avenue Hotel.

Present—Senators Windom, Sherman, Davis, Conkling and Cameron.

To-day's session will be devoted to preliminary business and organization.

### Meeting at Cooper Institute.

At a meeting at Cooper Institute, presided over by Mayor Havemeyer, Senator Windom, of the congressional transportation committee, was present.

Speeches were made by T. D. Morris, S. L. Husted, A. W. Terry and others.

Resolutions were adopted that an association be formed, to be known as the New York Cheap Transportation Association; that the policy of the government should be to protect the producing interests and commerce from corporations and monopolies.

The call for the public meeting which was held this evening, to discuss upon the subject of cheap transportation and the formation of a permanent corporation, has already received a hundred signatures, embracing representatives of nearly every branch of trade doing business in the city.

### Evangelical Alliance.

Ten clergymen are among the passengers per steamship Eugenia to attend the Evangelical Alliance.

### Samana Bay Company.

The board of directors of the Samana Bay Company have resolved to have no negotiations with and to make no propositions to holders of the so-called Hartmont bonds, held in England and declared by the Dominican government to be null and void. President Stockwell resigned and Mr. G. Fargo was chosen his successor.

## DISASTERS.

### Fire in Baltimore.

BALTIMORE, September 10.—The Holiday street Theatre, St. Nicholas Hotel, and a four-story building used as the High school, were burned at four o'clock this morning.

The guests at the St. Nicholas, among whom were many actors, escaped with most of their wardrobes.

The following is the insurance of the Holiday Street Theatre: On Building, machinery and wardrobe, $40,000, in Baltimore and other companies.

Mr. Getz, the scenic artist of the theatre, loses $3000, and many members of the company and other employes lose from $100 to $1000.

Next to the Walnut Street Theatre, Philadelphia, the Holiday Street Theatre was the oldest in the United States, dating back to 1794, when a frame building occupied the present site.

Manager Ford says it will be immediately rebuilt.

### Detailed Account of the Fire.

At half-past two o'clock this morning an alarm of fire was sounded and in a few moments a volume of flame burst forth from the Holliday Street Theatre, enveloping the building in a mass of fire. The flames poured out simultaneously from the roof and upper windows, and before the engines went to work it was evident the "Old Holliday" was doomed to destruction. In less than ten minutes after the alarm sounded the central part of the city was lit up as by a great calcium light.

The reflection of the flames was so intense as to create the impression that a general conflagration had begun. A deluge of flaming cinders rolled up from the burning mass and were borne by the breezes from the northeast into the very heart of the city, a distance of two or six blocks, over the roofs of the *Sun*, *American* and *Gazette* and the Western Union Telegraph offices.

Great blazing cinders rained down a sheet of fire. Many awnings of the stores on Baltimore and South streets caught fire, and at three o'clock these streets were brilliantly illuminated by the burning canvas adding to the general consternation.

In the meantime the steamers began to work with an abundance of water. The fire had already communicated to the roof of the St. Nicholas Hotel, adjoining the theatre, north, and to the large brick building on the south, also to the factory of Frey, Walpert & Co., in the rear of the theatre. The efforts of the firemen to save the theatre were unavailing. Shortly after three o'clock the roof fell in, and only four bare walls were left standing. The theatre and some of the adjoining property was purchased three years ago by John T. Ford for $100,000. The damage by fire will reach $75,000.

The St. Nicholas Hotel, adjoining the theatre on the north, was a large four story building, B. W. Earl proprietor, and patronized almost exclusively by actors and actresses, about fifty of whom were in the building at the time of the fire. The rear portion of the fourth story was entirely burned out and all the lower floors were deluged with water. Many of the guests were forced to escape with nothing on but their night clothes. Some of the actresses lost their wardrobes, watches, money, etc., but the majority of them succeeded in saving their effects, which with the furniture of the hotel that was rescued from the flames, were piled up in the streets.

Mr. Earl estimates his loss at $20,000, and gives his insurance as follows: In the Pennsylvania Company, of Philadelphia, $2500; in the Franklin, of Philadelphia, $2500; in the Westchester, of New York, $2500; and in the German, of Baltimore, $2500; total insurance $10,000. The building was owned by William J. Albert.

The Baltimore City College, adjoining on the south, had the roof burned as well as the upper floor. The whole building was damaged by water. The first floor was occupied by the Baltimore school commissioners and the second and third by the Baltimare City College. The damage done to the books by water amounts to $3000. The furniture and carpets were also damaged. Loss on the building, books, etc., $5000.

The building was owned by the city and was not insured. The mattress and curled hair factory of Frey, Walpert & Co., No. 28 North Gay street, in the rear of the theatre, was owned by the firm, who estimate their loss in stock and damage to the building at from $15,000 to $20,000. Their insurance is not over $8000, divided between the Queen's, of London, the German, of Baltimore and the Aetna, of Hartford.

The building, No. 3 South street, adjoining the Western Union Telegraph office, took fire from the falling cinders, and was slightly damaged. The upper portion was occupied by Allan & Charles, hatters, who estimate their loss by the water at $3000; insured for $2000.

*Later.*—The loss of John T. Ford reaches at least $60,000 above the insurance ($40,000). The "old Halliday" had stood for over seventy-seven years without a fire.

### Cotton Mill Burned.

A seven story stone cotton mill at Witherdsville was burned to day. Loss $50,000.

### Steam Saw Mill Burned.

MEMPHIS, September 10.—The steam saw mill of G. M. Venable, on Wolf river, in the northern portion of the city, was set on fire early this morning and entirely consumed, together with a large amount of lumber. Loss $