

New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, OCTOBER 30, 1873.

The profits of a saloon keeper's business are bar gains.

California pays \$1,000,000 a year to Scotland for wheat bags.

Ex-Governor Warmoth was at the Pacific Hotel in Chicago on Sunday.

Flax barrels are now made of paper to a considerable extent in New York.

Indiana has the largest public school fund of any State in the Union, amounting to over \$2,000,000.

The doctors who ran away from Memphis are said to have acted on the old proverb, "Physician, heal thyself."

The signal office on the summit of Pike's Peak is called a mansion in the skies. The government does not owe for it.

Con McGuire, keeper of the parish jail at Lake Providence, shot and killed a prisoner last week who was attempting to escape.

Nature, which has given us one organ for speaking, has given us two for hearing, that we may learn that it is better to hear than to speak.

The Elks Club concert, for the benefit of St. Mark's Church, will take place at the "Argosy," corner of St. Charles and Valentine streets, to-morrow evening.

The granite platform quarried for the Winifred Scott monument weighs 150 tons, and is believed to be the largest stone ever successfully quarried in this country.

"I declare, mother," said a pretty little girl, in a pretty little way, "tis too bad! You always send me to bed when I am not sleepy, and you always make me get up when I am sleepy!"

Somebody who knows about bears and wolves and woodchucks and other animals, and their habits, should by this time have let the world know what kind of a winter this is that is coming on.

A Texas editor prints the following energetic opinion: "The man who would water petroleum and sell it, would sneak into the palace of the King of Kings and steal the gilding from the wings of angels."

Dogs in Detroit are obliged to carry with them license badges, showing their right to live. Bad boys do a thriving business there by stealing these badges from the poor brutes, and selling them to dog owners.

The consumption of coal for the purpose of gas illumination in Great Britain is estimated at 14,000,000 tons per annum, valued at \$60,000,000. The total annual production of coal in England is 100,000,000 tons.

The Grand Council of Temperance Reform met at Homer, in Claiborne parish, on Thursday. We are happy to recognize among the delegates the name of our old friend, Napier Bartlett, editor of the Clarborne Advocate.

A Chinaman came down one of the main streets of Millerton, California, on election day, in a state of exaltation, and thus delivered himself: "Hoop la! we all same Mexican man. Half cut short and drunk like—H, Hoop la!"

We have received the first number of the *Chicot Herald*, a new paper started at Chicot, Arkansas, under the editorial management of Mr. J. L. Goffe. It contains interesting local matter, a liberal amount of advertisements, and bids fair to be a success.

The business of catching and fattening pigeons has been reduced to science and is done on an immense scale in Ionia county, Michigan, where two firms have now on hand 2000 dozen. They are caught in nets, 450 birds having been taken at one haul this season.

Our young friend, Mr. J. G. Wheeler, the favorite amateur brigantine singer, and for some time leader of the choir at St. Paul's Church, left this city yesterday evening for New York, where he will permanently reside. He is a worthy and energetic young man, and we wish for him the best success in life.

The new London note paper is of a coffee color, and folds at the top instead of at the side. At the head of the sheet is a black crest or monogram, surrounded by a plain black circle. The envelope is square, and has the same embellishment on the fold. Parchment note paper is also fashionable this season.

"Speaking of extravagance in dress," writes Captain Crockett, "the most expensively dressed man I ever saw was an African chief on the gold coast. His wife had annointed him thoroughly with palm oil and then powdered him from head to foot with gold dust. You never saw in your life a man get up so utterly regardless of expense."

The Mississippi, Ouachita and Red River, and the Little Rock, Pine Bluff and New Orleans Railroad Companies have been consolidated, and the new road will be known as the Texas, Mississippi River and Northwestern railroad. Colonel A. H. Ryan, who is well known in New Orleans, has been appointed auditor and general manager.

A large migration to America from the Neapolitan provinces is at present, raising great disquietude to the landed proprietors of Southern Italy. The class of people who are emigrating is, unfortunately, that which can be worst spared, being for the most part composed of small farmers, and, consequently, a large quantity of land is left without tenants.

An Indian church upon the extreme Western frontier has recently purchased a full sized bell for use in the chapel. The purchase money was entirely contributed, as the order reads, by "red men who, a dozen years since, were painted savages with their thinking bells on their leggings." The bell bears the inscription, "Praise the Lord." This is civilization versus extermination.

The jute market is attracting attention in India, and it appears to be now conceded in Calcutta circles that this fibre, rather than cotton, is destined to be the permanent staple of India. In the two years between 1870 and 1872 the shipments of jute from Calcutta rose from 310,000 to 1,500,000 bales. At the same time the fibre has been applied to more delicate purposes, and a demand for finer qualities has sprung up.

WAITING FOR BENEFITS.

The idea prevails in this city pretty generally that the banks have produced the present condition of financial affairs by suspending payments of currency to their depositors. The truth is that as a rule, our merchants having no money of their own, and not so much credit abroad, became eager borrowers of money on any terms they could get for it. The banks have for many months been cautious lenders at legal rates; hence borrowers were forced into the street, where the ruinous rates of two and a half to three per cent per month prevail, for good paper or such as is made so by undoubted collateral. With such high rates prevailing, no banker could count long on keeping his deposits, especially those on call. The usurious practices of street lenders had the effect to transfer the loan and discount business from the banks to the curb stones, and every depositor wanted his money at once, either to use in his own speculations or in shaving notes. It employed in this manner now, and will be so long as there are merchants without money of their own crowding the market.

The banker has a two-fold duty to discharge—to receive money from depositors and pay it out on demand, and to supply borrowers with loans when he can safely do it. But it can not be required of him to have at all times an unlimited amount of money to let out to cotton factors at eight per cent, who in turn exact from planters fifteen, and then charge two and one-half per cent commission for selling their cotton. There are people, however, who have enjoyed this profit of seven per cent upon other people's money so long that they regard the present inability of the banks to go on in the old way as a great hardship. Says one of these pensioners on the agricultural industries of Louisiana: "If the banks would only let us have money enough, we could buy all the cotton that comes along." But even if the banks fail to come up to the point of duty by staking needy factors, some of the old fossils live in the hope that there will be no serious consequences. They think there is no danger of losing any material portion of the cotton crop, because it has to be shipped somewhere, and New Orleans being the natural port of the whole Mississippi valley, is bound to get it. It becomes, therefore, a mere question of time. Let us examine this question for the purpose of determining whether the "natural port" has not already been flanked in a serious manner. According to the latest advices received by the *Price Current* the receipts of cotton at all the ports since the first of September foot up as follows:

Table with 2 columns: Port, Receipts. Includes New Orleans, Mobile, Savannah, Charleston, Norfolk, etc.

Which leaves us within a fraction of twenty per cent of the total receipts, excluding Texas, which are about twenty thousand bales. It will be seen that Savannah is less than one thousand bales behind the "natural port," and the current receipts of that city are greater than ours, which if kept up will place it ahead of us, if it is not already so. This showing is the result of the railroads running from east to west, and which the majority of our comfortable old pumps think were constructed to haul sleeping cars on the way from New Orleans to Saratoga, with surplus power enough for a mail, express, baggage and smoking car. Perhaps it is a serious fault in our banks to be out of money to lend a man who has just spent all his last year's earnings at a fashionable Northern watering place or in Europe and returned in excellent health and spirits, prepared for another loan. It puts the poor planters, who are awfully cramped for money, to the necessity of raising money elsewhere, or living on half rations till financial affairs grow better in their natural port. The owners of about a quarter of a million bales of cotton have, it seems, made terms with friends on the Atlantic coast, leaving the factors and merchants of New Orleans to the joys of their past experience.

There are other causes at work besides the scarcity of money, which are sending cotton away from New Orleans. Complaints are made that our factors, cotton presses, insurance companies, stevedores, warehousemen, etc., are too high priced. The one hundred and thirty odd cotton factors of New Orleans are credited with profits for last year's business which foot up twenty-two millions. The other charges probably amounted to nearly as much more; and so the planters had little or nothing. This profit of twenty-two millions to a community doing business on its own capital would be a substantial and gratifying exhibit. But little of it ever remains here. The bulk goes to the men who loan the money, and is as likely to be sent to sustain the commerce of a rival city as to come back here. This proves that New Orleans is more in want of men who have money of their own than banks to loan to those who have nothing.

TRANSPORTATION.

A writer in the *Atlantic Monthly*, for November, in an elaborate argument, apparently made in the "strange" interest, but really designed to overthrow the protective tariff system and benefit railroad monopolies, has unintentionally, it is to be presumed, furnished a strong reason why the government should take immediate steps to improve the outlet to the Mississippi. Not deeming it necessary at this time to defend the policy of assessing duties on foreign articles for the protection of home industries—for the encouragement and advancement of the laboring classes in this country—we will proceed at once to show, by the writer's mode of reasoning, that we are correct in what we say. The article referred to in the *Atlantic* is headed, "The Railroads and the Farmers." It admits that the farmers, for the want of other means of transportation than railroads, have been at the mercy of a few men whose quarrels and agreements have been the only means of regulating the price of transportation.

When rival roads could not agree the farmers were the gainers, but when their managers combined to put up the price the farmers had no alternative. They were forced to be heavy losers. Thus, says the writer in the *Atlantic*, three men, representing the trunk railroads from the Mississippi to New York, meet in that city and determine to raise the rate on grain between Chicago and New York from forty-five to fifty cents. The increase seems trifling, but to the farmers of the Northwest it means that the will of those three men has taken more than thirty millions of dollars from the cash value of their crops for that year, and five hundred millions from the actual value of their farms.

Now, the true remedy for this great, overpowering evil to the farmers of the West is the construction of a permanent and efficient outlet to the Mississippi river. This will undoubtedly give them another way of getting their grain to market, a way adequate for all purposes, and one that will assuredly lead to the cheapest transportation possible, and with no fluctuating tendencies.

The rapid growth of our Western country demands increased facilities for getting its rapidly increasing products to market. They should not be confined to any particular mode of conveyance. They should have the benefit of river and railroad transportation, or any other mode that can be made more suitable.

Railroads have certainly been a great advantage in settling and improving the Western States. Without them that portion of our country could not have made the rapid strides it has in population and improved farms. In ten years—from 1850 to 1860, when the competition between the Erie canal and the New York Central railway forced a large reduction in the rate of freight—it is estimated that it resulted in an equivalent to an increase in value of thirteen dollars per acre of all farming lands in the Northwestern States, making an aggregate of over one billion five hundred million dollars. Our faith in railroads remains unshaken; but we do not desire to have them forced upon the country as monopolies of transportation. As a means of rapidly settling new Territories and States and increasing the value of lands they are a great blessing. But when they combine to make unjust demands in the way of remuneration for transportation they prove otherwise. The farmers of the West complain of the high rate of freight charged by the railroads, and are earnestly seeking a cheaper mode of transmitting their produce to a market. The improvement of the month of the Mississippi so that the largest sized vessels can pass in and out will supply this want. The farmers then can have their choice of river or railroad transportation. They will not be at the mercy of either. There will then be competition, and the farmers will not be compelled to see the fruits of their labor destroyed by the high prices charged for conveying their grain and other products to market.

EDITORIAL CORRESPONDENCE.

It was announced by an orator that Illinois and Missouri together could control the political and commercial government of the country, and really, when one travels on the rail between Cairo and Chicago, the probability of such a result is not a subject of ridicule. Having passed through the sparsely populated region of Mississippi and the western corners of Tennessee and Kentucky, the contrast of the farms and villages along the line of the Illinois railroad is especially striking. The road through the southern part of the State is not so much employed as those sections nearer Chicago. Still the former are well fenced, and the buildings and people show evidence of thrift. But it is after the road enters the prairie sections that the extraordinary fertility and prosperity of this State is most obvious. Each station is a village, well built and active. Coal and provisions abound, and the independence of the population is shown in the appearance of the people and in the fact that they can afford the time and money to travel from point to point on the railroads. It is thus the railroads through Illinois have somewhat the effect of street railroads in the change of passengers which takes place at every station. But it is in looking upon the agricultural scene that the populous power of Illinois is most conspicuous. Think of counting from the car window, on one side and at one view from forty-five and fifty dwelling houses, with their church spires and school houses, and factory smoke of moral and individual progress intermixed with the dwellings of labor. Think of the well dressed, happy and healthy women and children; the horses and carriages and cattle. Why, looking upon these practices as an ocean, with its undulating surface, the white houses as sails, away upon the horizon, the shoals of sheep, and the alternate appearance and disappearance of the huge bullocks under the changing profile, seem imaginary poise, rolling their lubberly and lazy backs into the sunlight, to dive again into the deep. But under this nautical figure you have the most practical illustration of the extraordinary capacities of this favored region. This soil, extending over the States of the central West, will bear the population of Belgium. They have the food and fuel of Belgium, with a better climate. Multiply anything like this population by the area of this region—contrast it with the sparsity of the planting population, and you have the basis of a power which can and will govern this country—it may be safely said of this continent. Will might the Governor of Illinois have warned all the lines of internal trade, neither to obstruct the outlets and inlets of this country to the sea. The civil war expended and invested in this country a very large proportion of the public debt. The very economy of existence here accumulated the wealth elsewhere expended for food. It is just as a planter who buys of a farmer gradually transfers his expenditure to the accumulations of the farmer. The war taught these people their valor. It taught them power, and the uprising of the late soldiers for a march to the sea with a convoy of corn is an evidence of the position which providence has assigned this extraordinary people. And as a result, we see the country population well clad and transported in buggies. Now, the inhabitants of Illinois have their buggies just as the natives of Owyhee have their canoes. There are none without a handsome buggy and a fast horse. We see the chubby children taken to school by their healthy and well developed brothers and sisters. Take all this picture. There is no part of this

world where the physical improvement and mental expansion of mankind is more inevitable. Statisticians may compute the number of people, or acres, or bushels, which this country produces, but one thing is certain—that in no part of the world is there more human happiness to be square mile than in the region referred to. But here we are at the Phoenix City, and close this letter. W. M. B.

WRIT OF ELECTION.

COURTS CONGRESSIONAL DISTRICT. STATE OF LOUISIANA. Executive Department. New Orleans, October 27, 1873. Whereas by the constitution of the United States and the laws of the State of Louisiana it is made the duty of the executive authority, whenever any vacancy shall happen in the representation to Congress from the said State to issue a writ of election to fill such vacancy. Whereas a vacancy has occurred in the representation to Congress from the fourth congressional district of the State of Louisiana by the death of Samuel P. Bates, member elect to the Forty-third Congress from the said district. Now, therefore, I, C. A. Antoine, Lieutenant Governor and Acting Governor of the State of Louisiana, do issue this, my proclamation, designating MONDAY, the twenty-fourth day of November, 1873, as the day for the election of a Representative to the Congress of the United States from the fourth congressional district of the State of Louisiana, and I hereby direct all supervisors of registration and other officers of the parishes of West Feliciana, Iberville, Iberville, Rapides, Sabine, Natchitoches, De Soto, Calcasieu, Winn Grant, Red River and Verden, forming said congressional district, to take all necessary steps for the holding of said election in accordance with the laws of the State of Louisiana. Given under my hand and the seal of the State, hereunto attached, this twenty-seventh day of October, A. D. 1873, and of the independence of the United States of America the ninety-eighth.

NOTICE. The undersigned members of the committee appointed by the Board to examine the assets of the New Orleans Mutual Insurance Association, and to value the same for the purpose of reducing its capital, do hereby solemnly affirm that we have carefully and conscientiously examined said assets, each item separately, as detailed in the statement now on file for examination of stockholders in the Association's office, and that we have valued them, to the best of our knowledge and judgment, at their respective actual value, and that we have arrived at the following result, to-wit:

Table with 2 columns: Description, Amount. Includes Cash on hand, Notes and bills receivable, Real estate, etc.

SEW ORLEANS PURCHASING BUREAU.

SHIPPING. Of every description for Ladies and Dealers on order from Louisiana, to all parts of the world. Constant facility with the market and best prices insured a great saving to customers. CIRCULARS and SAMPLES SENT FREE.

SUCCESSION NOTICES.

Succession of Mrs. Alice A. Davern—No. 34, 725. Succession of William T. Hepp—No. 34, 725. Succession of Mrs. Alice A. Davern—No. 34, 725.

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Hotels and Restaurants. ST. LOUIS RESTAURANT. NEW ORLEANS RESTAURANT. HOTEL DE LA PAIX.

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