New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, JANUARY 5, 1875.

Greece is about the size of Vermont.

A good tailor sponges his cloth, and a bad customer sponges him.

The King of Koffee is said to be a wreck because all kings are Rex.

The Piutes have a religious dance not unlike that of the Shakers.

A Californian has raised five tons of soft-shelled almonds this season.

It is reported that the Hon. John Bright will visit this country this year.

English Catholics believe that Archbishop Manning will be the next Pope.

Not as many people as usual followed their calling on New Year's day.

Green peas, grown in the open air, have appeared in the Savannah market.

Sunday was a good day for base ball. The Muffers beat the Grasshoppers.

Charles Lamb said of a critic: "The more I think of him the less I think of him."

An asylum for distressed Americans is talked of in Berlin. Why not build it here?

The inhabitants of sixty nations burn Pennsylvania coal oil, and are burned by it.

If Charlie Ross lives long enough he will be able to find himself in the course of time.

During the last five years Lynn has made and shipped $10[illegible],000,000 worth of boots and shoes

Spencer is remembered as a joker. He says, "Lastly came winter, clothed all in frize."

Postmaster General Jewell is busily engaged cutting down the expenses of his department.

There is very little of a private nature about an army reunion. It is one of generals, colonels and majors.

Mrs. Clara Morris evidently has a model husband. She says, "He gives me perfect liberty to do just as I like."

The *Saturday Review* calls the ornate mantelpiece in certain English and American houses "magnificent embroideries of Swiss lace."

A cast of King Kalakaua's head was taken by Clarke Mills in Washington. Why did the Prince Ream bust him?

Mary Gardiner, one of the celebrated Hutchinson family of singers, of the tribe of Judah, died in Minnesota.

St. Louis is such a good city for tramps that vagrants are made to work on the streets in payment for their lodgings.

The late George D. Prentice was very particular about the words used by him. His motto was: "When in doubt, take the dictionary."

A young man in Houston, Texas, fired a pistol at a colored girl and killed her last week. He said he did not know the pistol was loaded.

The Cincinnati *Gazette* says: "The Hon. Charles Foster will tell the truth about Louisiana affairs, and that is precisely what is wanted."

Mr. James Steele Mac Kaye, elocutionist and amateur actor, is lecturing on "Facial Expressions." When the audience is small his face is peculiar.

The Boston *Transcript* says of a recent operatic performance: "The ladies, the baritone and the bass were good, and so were the tenor's intentions."

Mr. Charles Leighton, No. 100 Canal street, sells stylish shirts at low prices, and has received an entirely new stock of gentlemen's furnishing goods.

The size of visiting cards is slowly increasing. Why not adopt the Chinese style of carrying a huge poster, and receiving it back again upon leaving a house.

Eighteen thousand boxes of matches were thrown overboard from a steamer at San Francisco, one day last week, by an irate importer, who was disgusted with the scale of duties.

Barnett & Cammack, brokers, No. 12 Carondelet street, specially undertake to settle license and other taxes to the advantage of the taxpayer, and buy and sell stocks and bonds.

If the Pope is not a sovereign, he has no right to coin money, and so the authorities in France have taken steps against the further circulation of franc pieces or Italian lire, with the Pope's head on them.

The Virginia City *Independent* states that Governor Lewis B. Bradley, of Nevada, refused a pass on a railroad four years ago, and the independent action of Governor Tilden in reference to the New York Central railroad, though laudable, is not unparalleled.

The Russian government is now considering a proposal for the introduction of compulsory education in the empire. The provincial assemblies of Olonetz and Vladimir, several district assemblies, and the Governors of Smolensk, Pensa, Ekatevinosar, Kasan, Olonetz, Vladimir and Kostroma have expressed approval of the scheme.

Regarding the contributions for the proposed monument to William Penn, the Louisville *Courier-Journal* says: We wouldn't mind giving him a good editorial notice and sending him a marked copy of the paper, but when it comes to building monuments for him, we want him to labor under the impression that we have gone with a load of lightning rods to the Feejee Islands, and won't be back until the structure is completed and paid for.

When Alsace and Lorraine were taken over from France they were free from debt. Now the German government is in the market for a loan on account of these two provinces. It appears that, beside the expenses consequent on the construction of defensive works, a considerable sum has to be paid in the form of annuities or subventions for railway and canal works, and these debts, if they can be so called, will amount to nearly £1,000,000 in the year 1875.

MESSAGE OF THE GOVERNOR.

The message transmitted to the Legislature which yesterday assembled is more important than any gubernatorial document that has ever been laid before a Louisiana Legislature. It is almost too much to ask of the opponents of the present administration a careful and impartial perusal of this State document. But what their prejudices may deny, their purses may accord in the way of attention and conviction. The rate of taxation has been reduced twelve mills, and this in the face of the fact that previous Legislatures had left a legacy of heavy obligations that have been met and provided for.

The message opens with allusions to the disastrous crevasses that have swept away the productive industry of a large portion of the State. The aid received from other States is freely acknowledged, and to Massachusetts is offered the gratitude of the State.

The collection of taxes for the past year shows a small deficit, but the depressed condition of all business will sufficiently account for this.

The recommendation to the effect that the funding board should be composed of the presiding officers of the Chamber of Commerce, the Merchants' Exchange, the Cotton Exchange and two other citizens, calls for immediate action.

That portion of the message suggesting the abolition of fees as attaching to clerks of court, portwardens, flour inspectors, hay inspectors and harbor masters should claim the immediate action of those who represent the taxpayers of the State, by virtue of the promises of reform. As a further measure of reduction of expenditures, the General Assembly is asked to scrutinize its own expenses, and to curtail its force of pages and clerks.

The whole message is fraught with suggestions of economy, and leaves to the Legislature no chance for evading the pending issues of material reform.

In relation to the levees the views of the Governor are practical and aim at a restoration of a thorough levee system by equable taxation and national aid. The duty of repairing old levees, which his excellency would impose upon riparian proprietors, is more than compensated by shipping facilities and the saving of wharfage. While acknowledging the importance of railroads and the lamentable fact that this material adjunct to commerce is at present in abeyance, the Governor calls attention to the impossibility of further subsidy or State aid in any shape. The message, as will be seen, advocates principally retrenchment and reform. While his excellency by no means ignores the great enterprises that would swell our commerce and restore the State to prosperity, he yet points out clearly and forcibly that the interests of the State can only be subserved by obedience to law, economy and energy. Honesty and thrift alone can do the work. Financial tact and the genius for conducting great schemes of internal improvement may answer when the finances are flourishing, and the resources of the country ready for development. But the Governor wisely recommends economy, leaving to energy to accomplish the rest, as capital will undoubtedly come at the call of a State whose expenses are less than its collections. The lopping off of superfluous officials, and the reduction of fees and salaries will meet with determined opposition. It remains only for the representatives who have proclaimed their intentions of reform so loudly to verify their promises. This they can do by sustaining Governor Kellogg, and by carrying out his wise counsel.

LET THE PEOPLE'S SERVANTS DO THEIR DUTY.

Having slept off the excitement of yesterday's proceedings in the Legislature, the Democrats may perhaps be willing to see wherein they erred and to what cause to attribute their discomfiture. Before twelve o'clock yesterday the Republicans were almost ready to concede the election of Mr. Wiltz to the speakership. The Returning Board had left the House a tie between the two parties, and one of the Republicans had been kidnapped and spirited away for the admitted purpose of breaking the Republican line. The Republicans went into the State House determined to have a fair test of strength and be governed by the result, whatever it might be. The plan of the Democrats, however, seemed to be a very different one—one that, considering the established reputation of their leader, Mr. Wiltz, for honesty and fairness, was most unexpected. By an accident the Democrats found themselves in caucus with three members absent. This gave the Republicans two majority, and, on a full vote, the organization. Then it seems to have been determined to accomplish by a *coup d'etat* what an honest display of voting strength would not do for them. Of the illegal and illogical execution of this plan, full particulars are given in another column, and also how its promoters were chagrined ere the day closed, and how, a portion of their illegal work undone, they fled from their seats, leaving the Republicans in possession of the House chamber, and with the organization perfected. Baffled and beaten in their attempts to do an illegal and unprecedented thing, the Democratic members of the House have but one honorable path open before them. Let them take their seats in the Legislature, and co-operate with the political friends of Speaker Hahn in carrying through the measures of reform proposed by Governor Kellogg in his message. The people of this city have read that message this morning, and it commends itself to their judgment. It is an able, honest and statesmanlike document. What the Governor suggests, they demand.

We mistake the temper of the honest masses of the voters very much, if they permit their chosen representatives to shirk their duties just at this juncture on a mere question of the personnel of the Speakership. There are Democrats chosen to the House who are patriotic, educated gentlemen. They are not the representatives of the unemployed and irresponsible mobs who hang around street corners and haunt corner groceries in a vain crusade for the scattered crumbs of official patronage. They have grave responsibilities, and they must meet them. Let them take their seats in the House and participate in the healthy legislation the people demand, and they will be gladly welcomed by the Republicans and forgiven for their attempt upon their rights upon the opening day. Let them absent themselves as the street mobs applaud them for doing, and their constituents will hold them to a rigid reckoning for their malfeasance to their vital interests.

WHAT THE MERCHANTS THINK.

The local politicians of the Democratic party have never been able to discover but two causes for the depression of their interests. These are a Republican government and high rate of taxation. If they had desired perfect accuracy they would probably have limited their answer to the first named reason. Partisans of all degrees of ability and respectability have come forward as willing witnesses to testify to this monotonous theme any time since reconstruction. We have shown repeatedly that they were in error, and cited as conclusive that all the money involved in the politics of this State, including salaries of public officers and their perquisites, does not sum up five per cent of the interests vested in commerce and the productive industries. That while the business of politics has been overdone, the more important interests have been neglected, and more people have been ruined by idling about waiting for an office or some sort of public employment than have suffered by embarking in legitimate occupations.

In this connection we consider the sworn testimony of several merchants, bankers and brokers before the congressional committee as very much in point and corroborative of the position we have attempted to maintain against the opposition politicians. There have been, so far, more politicians than merchants examined by the committee, for the reason, we suppose, that the committees appointed to bring forward testimony prefer the sort of evidence they are likely to give to the far more practical views of business men. But a few good samples have been obtained, for which we are duly thankful. Mr. Higby says:

Has had a large intercourse with the business men of the city; business condition of the city is unfavorable; the causes of this is mainly owing to the want of confidence in the administration; the bar at the mouth of the river also has something to do with this; produce finds other outlets; has sought them because of the uncertainty of being forwarded from this port; the Texas trade has diminished of late years; the depression is more attributable to these latter causes than to the character of the government; these reports of outrages have had the the effect of keeping men away who otherwise might have invested their capital here; witness's business has been gradually falling of.

General Bussey says:

New Orleans as a depot of supply is not what it was in former years. This is owing to the sections formerly supplied by this city having railroad connections with other cities. More money is lost to this city and to the people of the Mississippi valley in one year, owing to the obstructions at the mouth of the river than would build the Fort St. Philip canal five times over.

The levees are in such a bad condition that unless the government gives aid, in less than five years there will be no levee system—they will have to be abandoned. The only striking feature in the financial policy or the State is the funding system and the reduction of taxation to fourteen mills on the dollar.

Mr. George Jonas, president of the Canal Bank:

The present lack of prosperity is owing to many causes. A good deal of trade has been diverted by the construction of railroads from other cities into sections formerly supplied by New Orleans; a want of confidence in the present state of the government, and a high rate of taxation. There is a general opinion that the funding board will fund fraudulent bonds, such as the two million and a half issue to the Chattanooga railroad. If there was confidence that the funding of bonds would be honestly done, it is a measure that would be indorsed by every one.

Mr. Oglesby, president of the Louisiana National Bank, and one of the most active and intelligent financiers in the South, entertains views somewhat at variance with the other witnesses upon the main question:

Has no hesitation in saying that the financial condition is better than in thirty-five years before. This is because everything is on a cash basis. The shrinkage in business is owing to the fact that there is no disposition to sell on credit.

In times past there was a very general credit system, and in consequence there was financial ruin to those who made advances; touching the improvements at the mouth of the river, is not particularly in favor of either scheme, the canal or jetty system, but would like to have both, so that if one failed could fall back upon the other; it would enhance the value of corn produced in the West materially, because it would afford a ready outlet on European markets; knows of no bond[illegible] issued by Governor Kellogg; knows of n[illegible] enterprises for which bonds have been appropriated by his administration; ascribed the depressed condition of business in a very small degree to bad legislation; the levee system has been quite a burden to the people; if the levees were kept up the sugar crop, instead of being 150,000 hogsheads, would be 300,000 hogsheads; thinks the government should extend aid in making the levee system more perfect; property has decreased largely in value because New Orleans, as a distributing point, is not what it was formerly.

There were others who leaned more to the Democratic side of the question, but we think the evidence given by the gentleman above quoted from would be amply sustained by a large majority of the really independent merchants of the city. It will be seen that some of them incidentally censure the government in general terms, which is probably intended as a timely concession to obstinate constituents. But none of them cite any specific act which they condemn, while several of them avow their approval of the funding act, which, indeed, a committee of the Chamber of Commerce drew up at the request of that body.

The most serious damage that politics has ever inflicted on commerce in this city came from the Democrats, and consisted in a demand that our Republicans who presumed to engage in business be discouraged and discountenanced by every possible means. This was published far and wide by order of the Democratic committee, and resulted in the ruin of hundreds of honest, useful men, who were trying to make a living in something else beside politics.

The Boston *Globe* is the only paper in the country, of eight pages, which comes with leaves cut and pasted in.

WHO DOUBTS IT?

The *Times*, in expatiating upon the relations of the State and national governments, makes the assertion that "Congressional interference with affairs in Louisiana, if claimed as a right, would be a right in Massachusetts." Well, who doubts it? Unquestionably, if the same condition of affairs as obtains here at present obtained in any other State, whether Massachusetts, Pennsylvania or even New York; if an armed minority in any of these States should attempt by violence to usurp the authority of the State, to dispossess the established government, to force by dint of gunpowder and steel, the resignation of *de facto* officials recognized as *de jure* by the State courts and the general government; if such armed minority, having organized itself into a military force, with artillery and every other needful aid to carry its point by force, should openly proclaim its intention to take possession of the legislative branch of the government as a preliminary to seizing the executive and judicial branches likewise—in such a case we say the general government would have the right to interfere, and would most certainly do so. In fact, it has done so already, and that in the metropolis of the imperial State of New York, when, as our readers may remember, its rabble rose in tumult and threatened to overrule the will of its decent citizens at the polls. This, to be sure, was during the war, when men's passions were roused to fever heat; but if a similar occasion should occur again the general government would undoubtedly be again ready to assert and maintain its supremacy, and again it would receive for so doing the thanks of the quiet, law-abiding portion of the population.

Fortunately, however, neither here nor there is such interference liable to be arbitrarily exercised. It can always be avoided by a due respect for law, and the absence of such outbreaks as have disgraced this community so often since the close of the war.

We, also, Republicans, feel deeply the humiliation of being obliged to call on the general government to maintain the peace, and never do so unless compelled by the violence and turbulence of the party of force. We long for the day when elections in this State shall produce as slight a ripple on the surface of society as they do in the most quiet village in New England, when the presence of United States forces to protect the meeting of the Legislature shall be as uncalled for as it is now necessary; when the election of officials in accordance with the legal forms shall be as naturally followed by their quiet installation into office as the night is by the day, and produce as little social disturbance; when in short White League organizations shall be things of the past.

WHERE THE SHAME TRULY RESTS.

The *Picayune* can see no way of accounting for the fortifying of the State House except "the schemes of the Kellogg party, and the fears which their guilty consciences suggest." We can mention another way of accounting for the anomaly, namely, the well known intention of the armed minority which seeks to rule the State, to obtain by force, if fraud and corruption should fail, that weight in the Legislature which they failed to obtain at the polls. We have warned the Republican members that traps would be laid for them; and the abduction of Cousin and others prove that our warning was not needless. As for the fortifying of the State House, which we admit a humiliating spectacle, whose fault is it? Where rests the blame, where the shame? With that same armed minority whose declared intention to rule in spite of right, justice or law, and whose unscrupulousness and violence, so often manifested, have driven the country members to find their way into the city by obscure and circuitous routes in order to avoid being waylaid and kidnapped; and when here to entrench themselves in a place of safety. If the *Picayune* does not like the sight of United States bayonets defending the rights of Louisiana's citizens, let it teach its constituents not to invite such interference by their violence, bloodshed and utter disregard of law and justice.

Neither the government at Washington, nor any of its representatives here or elsewhere, civil or military, is desirous of policing the States or cities of this country, and if "the people," as the armed minority above mentioned arrogantly call themselves, do not relish the presence of United States soldiery, let them disband their armed organization, and abandon their intention, acknowledged before the congressional committee, of overthrowing the legitimate government of the State. When so strong a force as the White League organization makes a business of breaking the peace for their own ends, it takes a stronger one to maintain the peace. Such a force is the military power of the general government; and, mortifying as it is to see them so employed, the ill conduct of our citizens which causes the necessity is still more so.

UNFAIR.

The *Picayune* announces itself "permitted to state that the congressional committee have unanimously reached the conclusion that the action of the Returning Board can not be sustained." By whom was such permission given? By the members of the committee individually or collectively? We doubt it. Pushing as the reportorial corps of that enterprising sheet may be, we thing it unlikely that any of them should have obtained from any member of the congressional committee such an expression of opinion. From whom then was the permission obtained? From itself solely. It got its own permission to express its own opinion in such a way as to create an erroneous impression in the minds of thoughtless, credulous, or prejudiced readers—an impression calculated to injure the Returning Board and to forestall the action of the committee. All is not fair in politics, spite of the adage; and such statements as this are particularly unfair.

OUR POLICE.

The manner in which the members of our police force behaved yesterday has elicited for them the unqualified praise of all parties. When mustered for duty the entire force, with the exception of half a dozen men, who have been suspended from duty, responded, ready to obey the orders of their officers. The few who were placed at the State House came unarmed, and co-operated with the sergeants-at-arms in preserving order, irrespective of party. They treated all with due courtesy, and no word of complaint has been heard against them. With the remembrance of the recent attack upon them, it is gratifying to know that the police are still true to their obligations and to themselves. General Badger has resumed his superintendency, and the old efficiency of the force is wellnigh restored.

DIED.

BENNETT—January 4, 1875, JOSEPH MARION BENNETT, aged thirteen years five months and five days, a native of New Orleans.

Friends and acquaintances are respectfully invited to attend the funeral, at No. 110 St. Jane street, at three o'clock This Evening.

Fort Smith, Arkansas, papers please copy.

CLOTHING AT COST.

CLOTHING AT COST.

Owing to the dullness of trade, we are selling our entire wholesale stock of Men's, Youths' and Boys' CLOTHING and FURNISHING GOODS at retail at COST, for cash. Buyers should not fail to call before purchasing elsewhere.

GARTHWAITE, LEWIS & MILLER,
de20 eod 2w No. 100 Common streets.

NOTICE.

OFFICE OF THE COMMISSIONERS OF THE Freedman's Savings and Trust Company, Washington, D. C., July 29, 1874.

Notice is hereby given to all persons, other than depositors, who may have claims against the FREEDMAN'S SAVINGS AND TRUST COMPANY or any of its branches that they are called upon to present the same and to make legal proof thereof to the Commissioners of said company, at their office, No. 1507 Pennsylvania avenue, Washington, District of Columbia. Pass books, when properly adjusted, will be deemed sufficient proof of the balances shown to be due thereon. Depositors will therefore present their pass books to the respective branches by which they were issued as soon as possible, that they may be properly verified and balanced.

JOHN A. J. CRESWELL,
ROBERT PURVIS,
R. H. T. LEIFOLD,
au4 tfe24 Commissioners.

No. 100 CANAL STREET.

STYLISH SHIRTS, SIX FOR $7 75.
Formerly sold for $9.
New Stock of Gentlemen's Furnishing Goods, cheap for cash.
Medicated Flannels for rheumatism.
Shirts made to order. New Bosoms, Collars and Cuffs put into shirts. Bad fitting shirts remodeled at

LEIGHTON'S,
ja5 2t No. 100 Canal street.

A CARD.

I respectfully inform my friends and the public that I have just opened an office, with sales rooms and ample accommodations for the transaction of all business intrusted to me.

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STATEMENT OF THE CONDITION

OF THE

GERMANIA NATIONAL BANK

OF NEW ORLEANS,

December 31, 1874.

RESOURCES.

Bills discounted		$663,758 22
Demand loans		68,365 00
United States bonds deposited with United States Treasurer to secure circulation		300,000 00
Premium on same		28,000 00
United States notes deposited with the United States Treasurer to redeem circulation		13,500 00
Various stocks and bonds		23,263 00
Due from distant banks and bankers		9,165 04
Furniture and fixtures		5,900 00
Cash assets—		
United States bonds on hand	$112,000 00	
Cash on hand here	451 629 95	
Cash in New York banks	204,869 71	768,499 66
Total resources		$1,880,441 92

LIABILITIES.

Capital stock paid in	$500,000 00
Surplus fund	37,000 00
Circulation outstanding	267,100 00
Deposits	1,173,804 65
Due to distant banks and bankers	54,180 52
Gross profits for past six months, $67,865 62; less expenses and taxes, 19,508 87; net profits (out of which a dividend of seven and a half per cent, $22,500, has been declared to the stockholders)	48,356 75
Total liabilities	$1,880,441 9

LOUIS SCHNEIDER, President.
HERM ROEHL, Cashier. Jal 3t

LOUISIANA SAVINGS BANK

AND

SAFE DEPOSIT COMPANY,
No. 51 Camp Street.

CAPITAL.....$500,000.

E. C. PALMER, President.
JAMES JACKSON, Vice President.

Directors:

E. CONERY, FRED. WING,
J. H. KELLAR, W. H. THOMAS,
DAVID WALLACE, JAMES JACKSON,
E. C. PALMER.

Its capital gives security to depositors. Deposits of Fifty Cents and upward received, and SIX PER CENT INTEREST allowed.
jy7 1y JOHN S. WALTON, Cashier.

THE CITIZENS' SAVINGS BANK

Is a strictly legitimate bank for savings, modeled upon the plan of popular and successful institutions in New York and London, and incorporated April 24, 1872, under a special and favorable charter granted by the Legislature of the State of Louisiana, with an authorized capital of $200,000.

Interest six per cent per annum.
Deposits of ten cents and upward received.
All deposits are payable on demand.
Open daily from 9 A. M. to 3 P. M., and on Saturday evening from six to eight o'clock.

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No. 22 Baronne Street.

M. BENNER, Cashier. J. L. GUBERNATOR, President.

DIRECTORS.

JOHNSON ARMSTRONG, THOMAS HASAM,
E. W. BURBANK, J. L. GUBERNATOR,
mh1 1y M. BENNER.

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Interest Allowed on Deposits.

L. F. GENERES, President.
CHARLES KLEEKAW, Treasurer. mh26 1y

OFFICIAL NOTICES.

NOTICE TO PILOTS AND SHIPMASTERS.

THE FOLLOWING REGULATIONS, MADE IN conformity with the provisions of an act entitled "an act to facilitate the execution of and to protect certain public works of improvement at the mouth of the Mississippi river," approved June 1, 1874, have been approved by the Secretary of War, and are, by his order, published for the information and guidance of all concerned.

A. A. HUMPHREYS,
Brigadier General and Chief of Engineers.

An act to facilitate the execution of and to protect certain works public works of improvement at the mouth of the Mississippi river.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act the Secretary of War is directed to assume full control over the particular channel at the mouth of the Mississippi river in course of excavation or improvement by the government of the United States, so far as may be necessary to the carrying on and protection of such excavation and improvement, and until the same be completed, and he may establish such regulations respecting the use of or passage through such channel as he shall deem needful to fully protect the channel and to facilitate the excavation, improvement and use thereof. Such regulations shall be promulgated by publication thereof for ten days consecutively in two daily papers published in New Orleans, Louisiana, and the same may in like manner be changed from time to time, and any person interfering with, or obstructing, or attempting to obstruct, the said improvements, and any person who shall willfully or negligently strand or sink any boat or craft in said channel, or who shall willfully or negligently obstruct said channel, or cause any impairment, injury, filling up or shoaling therein, shall be guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding five hundred dollars, or imprisonment for not more than six months, or both, in the discretion of the court.

Approved June 1, 1874.

In compliance with those provisions of the above cited act of Congress, which devolve on the Secretary of War the duty of assuming "control over the particular channel at the mouth of the Mississippi river in course of excavation or improvement by the government of the United States," in matters respecting "the use of" such channel, and or establishing regulations designed to prevent the obstruction, impairment, injury, filling up or shoaling of such channel through the willfulness or negligence of any parties whatsoever, or interference with or obstructing, or attempting to obstruct, the improvement of such channel, the following regulations are established:

GENERAL.

I. No master or other person in command of a vessel drawing more than twelve feet of water, shall attempt to pass the vessel under his command through any channel that the government of the United States is maintaining, improving, or attempting to improve, across a bar at the mouth of the Mississippi river, without having on board such vessel a branch pilot licensed to pilot vessels across the bars at the mouth of the Mississippi river, as provided for by the statutes of the State of Louisiana.

II. No master or other person in command of a vessel having a duly licensed branch pilot on board as required by section I, shall control or force in any manner the action of such pilot while said vessel is entering, passing through, or leaving the channel or channels described in section I, except it be evident that the pilot is incapable of properly performing his duty because of drunkenness or ignorance, but said master or other person in command of said vessel shall obey, or cause to be obeyed, all orders relating to the handling of said vessel, that may be given by said pilot (except the latter be drunk or ignorant of his duties), and this, in a prompt, seamanlike manner.

III. Captains or other persons in command of a towboat or towboats, while employed in assisting vessels to pass through the channel or channels described in section one, shall attach their towboat or towboats to the vessels assisted in such manner as the pilot on the vessel shall direct, and while engaged in towing said vessel shall obey all orders given by said pilot to change the direction, speed of, or power exerted by such towboat or towboats, or their points of attachment to the vessel towed; nor in these matters shall the said captains or other persons, or any of them, exercise discretion to do otherwise than as directed by said pilot.

PILOTS.

I. No pilot shall attempt to pass a vessel through or into the channel or channels before described during the continuance over such channel of a fog, such as hides one of the channel buoys from the next in order on the same side of the channel, except in case of an outward bound vessel which may have passed the lighthouse at Pass-a-l'Outre or Stake Island at Southwest Pass before the fog settled over the channel, and when such fog could not have been reasonably anticipated before the vessel reached the points named.

This regulation shall also apply at night when the channel buoys, as above stated, can not be seen, the one from the next in order, either by reason of the darkness of the night, of fog, or of failure to have lights placed on the buoys and lighted.

II. No pilot shall attempt to pass the vessel on which he is employed through the channel or channels aforesaid while there is another vessel in or passing through the channel, the use of which is sought, or aground on the side of such channel, except in the latter case, he first obtain the opinion of the officer in command on the United States dredgeboat engaged in improving such channel, that there is sufficient channel room clear alongside or around such grounded vessel to warrant an attempt to pass.

While a dredgeboat is located in the channel she shall be considered as a vessel aground. The limits of the channel referred to shall be the upper and lower buoys marking the sides of the channel.

III. No pilot shall attempt to pass the vessel on which he is employed into or through the channel or channels aforesaid, at any time when the actual least depth of water in the channel sought to be used shall be less than the draft of such vessel; provided, in case such vessel be a steam vessel, by waiting for one high tide, or a sailing vessel, by awaiting for three high tides, there shall be reasonable hope of obtaining by reason of the rise of the tide a depth of channel equal to the draft of the vessel.

Should it not be reasonable to expect by such waiting to obtain a depth of channel at least equal to the draft of the vessel to be passed through the channel, or after such waiting, should such depth not be available, then passage may be attempted, but only on high tide and not after the tide may have commenced to ebb, and then only when aided by such steam power as hereafter specified.

IV. No pilot shall attempt to pass the vessel on which he is employed, into or through the channel or channels aforesaid, except with the aid of steam power applied in force and in manner as specified in the following, viz:

1. For steam vessels drawing less than the depth of water in the channel at the time of using the channel, their own power if not disabled.

2. For steam vessels drawing not over twelve inches more than the depth of water in the channel, as aforesaid, when the bottom of the channel is soft, their own power; when the bottom is hard, their own power and one towboat.

3. For steam vessels drawing over twelve inches and less than twenty-four inches more than the depth of water in the channel, as aforesaid, their own power and two towboats, one towing alongside the vessel.

4. For steam vessels drawing over twenty-four inches more than the depth of water in the channel, as aforesaid, their own power and three towboats, one of which shall tow alongside and two ahead or alongside, at discretion.

5. In cases where it is permitted steam vessels to attempt a passage with their own power alone, should the vessel ground the pilot employed on board shall signal for the assistance of a towboat as soon as it becomes evident that the vessel can not within two hours, with her own power alone, be moved out of the channel.

6. Sailing vessels drawing one foot or more less than the depth of water in the channel, with a leading wind, may be sailed through the channel or channels aforesaid, at the discretion of the pilot.

7. For sailing vessels whose drafts bear the same relation to the depth of water through the channel or channels aforesaid, as specified in rules one, two, three and four, for steam vessels, one towboat more than named for the steam vessel. This shall also apply to steam vessels disabled in such manner that their own steam power may not be used.

8. Towboats shall be attached to the vessels they aid, as above specified, in the following manner, except the vessel aided be grounded so as to require a different disposition, in which case attachment shall be made as directed by the pilot on board:

Where but one or two towboats are assisting they shall tow alongside the vessel, except in case of inward bound vessels drawing not over twelve inches more than the depth of water through the channel, in which case one towboat may tow with a hawser ahead of the vessel towed. When three or more towboats are employed, two shall tow alongside, and the others either ahead or alongside, at the discretion of the pilot on board the vessel towed.

V. No pilot shall attempt to pass the vessel on which he is employed into or through the channel or channels aforesaid, during such times as the officer in charge of the dredgeboat engaged in dredging such channel or channels shall, by notice, duly given, as hereafter specified, require exclusively for dredging, except with permission first obtained of said officer.

VI. No pilot shall attempt to pass the vessel on which he is employed into or through such channel or channels, aforesaid, without having previously (within two weeks of the time of making the attempt) taken soundings through the channel sought to be used, with sufficient care to have obtained from his personal inspection, a good knowledge of the position of the channel, its depth and width at extreme low tide, as marked on the United States guage, located near the channel, and the character of the bottom; nor without having first ascertained the height of the tide, at the time of the attempt, above extreme low tide, and the stage of the tide.

VII. When there are several vessels waiting a suitable time to make use of the channel, their pilots shall pass them in or out in the order of their draughts, the lighter draughts having precedence, except during the continuance of spring tides or of more than ordinary high neap tides, in which cases the deepest draught vessels waiting will be given precedence during the last half of the flood tide and during the stand at high tide, but not after the ebb commences.

When several vessels of the same draught are waiting, they shall be passed in or out in the order of their arrival from New Orleans and from sea—the one arriving first going first.

DREDGING.

I. The officer in command of the dredgeboat engaged in dredging the channel or channels heretofore specified, shall be the officer of Engineers United States Army, in personal supervision of the work, or in case of his absence from the dredgeboat, the master of the dredgeboat.

II. The said officer in command shall select for the work of dredging in the channel or channels heretofore specified, such times as shall be in his opinion necessary for the improvement or maintenance of such channel or channels and that

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also shall present conditions, particularly regarding currents favorable to said work.

During such times selected the said officer shall have control over the commercial use of the channel or channels on which he is engaged—to this extent, that no vessel shall attempt passage without the pilot in charge first obtaining permission for such passage from the said officer in command.

III. That such control, while effecting the purpose for which it is given, viz: facilitating the work of dredging, may the least inconvenience commerce, said officer, whenever engaged in dredging, should a vessel be presented for passage through the channel being dredged, it having on board a pilot who reports his vessel of suitable draft, as specified in preceding regulations, supplied with steam power, as also specified, and in its proper order of precedence, shall give permission to pass, and shall remove his dredgeboat or dredgeboats out of the channel or to one side to permit such passage in such time as will least delay such vessel and the work of dredging.

Such permission shall be signified in the manner hereafter indicated under the head of "signals."

IV. The said officer in command shall cause to be kept in position on each side of the channel dredged a line of spar buoys, with a distance between adjacent spars of each line of not over 100 feet, and shall further place, on a suitable number of these, lanterns, which he shall keep lighted when necessary, during dark nights.

V. For the information of pilots, the said officer shall cause to be placed at Pilot Town, in a position to be seen from passing vessels, a large bulletin board, on which every Wednesday and Saturday afternoon he shall cause to be displayed in large letters and figures such information regarding the depth and condition of the channel dredged, the time of high tide, and such other particulars as may be of importance in judging of the proper time to attempt a passage of the channel dredged. He shall also establish a water guage at the same point, having its zero at extreme low tide.

VI. The said officer in command shall also every Wednesday and Saturday afternoon telegraph to his commanding officer in New Orleans for publication in the daily newspapers of the city, the information displayed at the bulletin board above directed.

ALL PERSONS

I. No person shall willfully destroy, remove, injure any buoy, light, shore mark, survey or water gauge placed by order of the officer in command of the dredge boat aforesaid, without the authority of the latter, nor shall any person obliterate, change or add to any notice placed on the before described bulletin board at Pilot Town without authority from the officer above named.

SIGNALS.

I. During the times the officer in command of the dredge boat aforesaid shall assume control over the commercial use of the channel or channels aforesaid, he shall cause to be displayed at masthead of the dredge boat engaged in improving such channel or channels, during the day, a canvas globe (or balloon), painted black, six feet in diameter; during the night time three lanterns, one above the other. While these signals are up the channel in which they are displayed shall be barred to the passage of all vessels without permission as aforesaid.

When they are up and permission is asked to pass, their lowering to the deck and remaining lowered fifteen minutes shall indicate permission; if they be lowered and immediately hoisted, this shall indicate refusal of permission.

When they are not up, no permission will be required.

II. Vessels approaching the channel dredged, as soon as boarded by a bar pilot, when the black globe is displayed, shall display, in a position as to be plainly seen at two miles distance from the dredge boat, the following signal, which can be made with flags of any code, viz:

If the vessel be drawing fifteen feet or less, the code flag at the masthead; if fifteen and less than twenty feet, two flags, and one additional flag for each additional one-half foot of draught.

From this the officer in command of the dredge boat, knowing the stage of the tide, the depth of channel and condition of its bottom, and the steam power engaged, can judge whether it will be safe to allow the passage of the vessel, and if so, signal accordingly in time to prevent detention.

The pilot shall cause these signals to be made when necessary.

III. When the red lights are displayed in place of the globe or balloon aforesaid, vessels asking permission to pass shall be shown two lights, from the masthead of the vessel, as a signal for passage, as follows:

One white light to indicate a vessel drawing less; one white, with one red below, if more than fifteen feet; one white, with one red below, if more than fifteen feet, and less than twenty feet; one white, with one red, if more than twenty feet; two white lights, if more than twenty-five feet; two white, with one red, if more than twenty-five feet, and less than twenty-seven feet; two white, with one red, if more than twenty-seven feet; two white, with one red, if more than twenty-nine feet; one white, with one red, if more than twenty-nine feet, and less than twenty-eight feet; two white, with one red, if more than twenty-eight feet; one white, with one red, if more than twenty-eight feet, and less than twenty-seven feet; two white, with one red, if more than twenty-seven feet; one white, with one red, if more than twenty-seven feet, and less than twenty-six feet; two white, with one red, if more than twenty-six feet; one white, with one red, if more than twenty-six feet, and less than twenty-five feet; two white, with one red, if more than twenty-five feet; one white, with one red, if more than twenty-five feet, and less than twenty-four feet; two white, with one red, if more than twenty-four feet; one white, with one red, if more than twenty-four feet, and less than twenty-three feet; two white, with one red, if more than twenty-three feet; one white, with one red, if more than twenty-three feet, and less than twenty-two feet; two white, with one red, if more than twenty-two feet; one white, with one red, if more than twenty-two feet, and less than twenty-one feet; two white, with one red, if more than twenty-one feet; one white, with one