NEW ORLEANS REPUBLICAN.

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VOLUME IX.—NO. 24 NEW ORLEANS, FRIDAY, MAY 7, 1875. WHOLE NUMBER 2485.

AMUSEMENTS.

GRAND FESTIVAL

TO BE GIVEN BY

MECHANICS' STEAM FIRE COMPANY NO. 6

AND

Pelican Hook and Ladder Fire Company No. 4,

AT THE FAIR GROUNDS,

ON SUNDAY, MAY 9, 1875.

PROGRAMME:

PONY RACE—Not over fourteen hands high; one mile. Entrance fee $2 50. Prize $25.

PONY RACE—Not over fourteen and one half hands high; one mile. Entrance fee $2 50. Prize $25.

RUNNING RACE—Mile heats, open to all. Prize $25. Entrance fee $2 50.

TROTTING RACE—Mile heats, to harness, open to all. Prize $25. Entrance fee $2 50.

HOUSEKEEPERS' RACE—One mile, to best advantage, for all horses of the Fire Department. Prize $20, gold.

GRAND PIGEON SHOOTING MATCH, under the supervision of the CRESCENT CITY SHOOTING CLUB, at 11 A. M. Splendid prize.

GRAND BASE BALL MATCH, between the ROBERT E. LEE and LONE STAR CLUBS. Prize $40.

Grand Display of Fire Works, at S. P. M.

Prizes to be Drawn on Sunday, May 9.

In all races it shall require three entries to make a race.

All entries to be made to the undersigned on or before SATURDAY, May 8, at 3 P. M.

Races to begin at 2 P. M. sharp.

Dancing on the new platform. Music by Joseph Walcher's Silver Cornet Band.

Prizes to be drawn—Gold Watch and Chain Diamond Ring, Sewing Machine and $50 in gold.

The Watch and Chain and Diamond Ring can be seen on exhibition at E. Lilienthal's jewelry store, Canal street, and the Sewing Machine at Gregg's Steam Sewing Machine Depot, No. 154 Canal street.

Tickets Fifty Cents. Ladies and Children Free.

LEON BERTOLI, Chairman,

my5 7 9 Office, Room No. 23, City Hall.

GRUNEWALD HALL.

Saturday, May 8, 1875.

PROFESSOR HIND,

the Wizard from Europe, in his

GRAND GIFT ENTERTAINMENT.

Set of furniture, silver watch, $50 gold watch, and hundreds of presents given away. All get presents. Admission 50c. and 75c; children 35c. Doors open at 7 P. M. Grand Family Matinee at 12 M; admission 50c.; children 25c., with present.

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MISS JEANIE PATTERSON,

Of Mississippi will read and recite at the

VARIETIES THEATRE,

Friday Evening, May 7,

Under the auspices of—

Mrs. H. W. Conner,	Mrs. D. Urquhart,
Mrs. R. L. Gibson,	Mrs. R. W. Adams,
Mrs. George Binder,	Mrs. T. L. Bayne,
Mrs. William C. Black,	Mrs. I. H. Stauffer,
Mrs. William Hartwell,	Mrs. John M. Parker,
Mrs. L. L. Harris,	Mrs. Mary Stamps,
Mrs. M. E. McDonald,	Miss E. Armstrong,
Mrs. John A. Morris,	
Gen. G. T. Beauregard,	General Hood,
Gen. R. L. Gibson,	General Ogden,
Hon. D. B. Penn,	Dr. Choppin,
Henry Renshaw,	H. W. Connor,
John Phelps,	I. H. Stauffer,
S. S. Prentiss,	Hon. H. N. Ogden,
Colonel R. N. Ogden,	J. D. Hill,
Maj. C. R. Breckenridge,	Maj. W. C. C. Claiborne.

Programme.

Sailor's Return.....Miss Proctor
Nothing to Wear.....W. A. Butler
The Famine.....Longfellow
A Candle Lecture.....Jerrold
Dora.....Tennyson

Admission fifty cents. Tickets to be had at the principal bookstores.

N. B.—Matinee on Saturday, May 8, at twelve o'clock M. All tickets purchased will be good for Friday evening or the Matinee on Saturday.

Doors open at 7:30 P. M. Reading at 8 P. M.

BIDWELL'S ACADEMY OF MUSIC.

Last nights of the season. Admission reduced—Dress circle and parquette (reserved seats), fifty cents; family circle, twenty-five cents; gallery, fifteen cents. Thursday and Friday, May 6 and 7—French Pantomime by the French Company; Ala in his Wonderful Leap; the Cawthornes in new specialities, and the French Grotesque Dancers, concluding with the domestic drama entitled THE CHIMNEY CORNER; J. J. Wallace as Peter Probity. Saturday matinee and Saturday night, May 8—Pantomime and Variety Specialties, concluding with the popular drama of OLIVER TWIST; J. J. Wallace as Fagin, his great part. Sunday, May 9—Last night of the season—Pantomime and Olio Specialties by the Zig-Zags, Ala, the Cawthornes and Miss Granville, concluding with the ROBBER'S WIFE. my6

BANKS AND BANKING.

CITIZENS' SAVINGS BANK,

(A bank for small savings),

GRUNEWALD HALL,

Pays six per cent interest; pays deposits on demand, and conducts business on the most liberal principles consistent with depositors' interests. Examination is invited to its management and financial condition.

J. L. GUBERNATOR, President.

M. BENNER, Cashier. ap20 1y

NEW ORLEANS SAVINGS INSTITUTION, No. 128 Canal street. Trustees—Dr. W. Newton Mercer, L. F. Generes, David Urquhart, George Jonas, John G. Gaines, Thomas A. Adams, Carl Kohn, Thomas Allen Clark, Christian Schneider, Charles J. Leeds, Samuel Jamison.

Interest Allowed on Deposits.

L. F. GENERES, President.

CHARLES KILSHAW, Treasurer. ap18 1y

LOUISIANA SAVINGS BANK

AND

SAFE DEPOSIT COMPANY,

No. 51 Camp Street.

CAPITAL.....$500,000.

B. C. PALMER, President.

JAMES JACKSON, Vice President.

Directors:

S. CONERY,	FRED. WING,
J. H. KELLAR,	W. H. THOMAS,
DAVID WALLACE,	JAMES JACKSON,
B. 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.

SCALES.

FAIRBANKS'.....FAIRBANKS'

STANDARD SCALES.

No. 53 Camp street.

FAIRBANKS' COTTON BEAMS

MOSLER, BAHMANN & CO.'S FIREPROOF SAFES.

The best made in the market.

TROEMNER'S STEEL CORN AND COFFEE MILL

FAIRBANKS'

POSTAL PACKAGE SCALE.

For the weighing of postal matter, hardware, groceries, cigars, gloves, shawls, dry goods, candy ornaments, tea, etc. Anything not weighing more than four pounds can now be sent by mail for two cents per ounce, or sixteen cents will carry a pound across the continent.

All retail merchants should have our

Postal Package Scale.

SHRIVER'S LETTER COPYING PRESSES.

MILES' ALARM MONEY DRAWERS.

Counter, Druggist, Platform, Hay, Coal and Cattle Scales.

FOR SALE AT NEW YORK PRICES.

FAIRBANKS' SCALE DEPOT,

53.....Camp street.....53

ap18 3m d&w

St. John Rowing Club.

The third annual regatta of the St. John Rowing Club took place yesterday. The weather was pleasant, the skies were clear, and gentle breezes blew across the old bayou and fanned the thousands that lined the banks of the placid St. John. At least 7000 persons were in attendance. From the top of the Pelican boat house floated the pennant of defiance. Gracing the roof of the St. John club house floated gay streamers, and above all the bunting that denoted that championship dwelt within. From the two boat houses gay throngs looked anxiously after the contestants. Upon the shell road the whirl of wheels was continuous. The bright spring day and exciting sport had wrought the nerves of every one up to the highest pitch. The friends of the Pelican Club were giving long odds on their favorites, but the St. John Club stood steady and showed up well.

The first was a mile race in heats, contestants being members of the St. John Club. The race was for the championship of the club, and the course was from the boat house down the bayou and return in single scull outrigged boats. The entries were Robert S. Day, R. G. Musgrove, R. H. Mitchell and B. Tremoulet. A start was effected at twenty minutes past four o'clock, Musgrove and Day competing for first heat. The stroke at the start was forty-two to the minute, with Mr. Musgrove slightly in the lead. At the bridge Mr. Musgrove led a full length. Mr. Day now pulling a steady, regular stroke and seemed in a fair way to overhaul his opponent. Nearing the buoy, Day dashed out but pulled injudiciously. He ran into the bank fifty yards from the stake buoy and capsized. Mr. Musgrove won the heat quite easily in 8:45.

The second heat brought out Messrs. Mitchell and Tremoulet. The contest was short, sharp and decisive. Mitchell took the lead and won without much effort in 9:42½, beating his opponent ten lengths and room to spare.

An intermission was now given and then the pair oared race was rowed. After this the third heat of the first race was contested. Messrs. Musgrove and Mitchell taking part.

At start the competitors plied their oars at thirty-eight to the minute. At the bridge Musgrove put on a little steam and drew away two lengths. Mitchell now plunged heavily, but his style of rowing lost him power while it gained no speed. Mr. Musgrove kept steadily on his way at an even thirty-six and came under the string in 8:57, beating his opponent ten lengths.

The second race was started on time. The Pelican crew were the favorites. Below is appended synopsis and summary:

At 5 P. M.—Second race—Pair oared outrigged shells. Between St. John and Pelican Rowing Clubs. Course—From boathouse down the bayou and return. Distance—One and a half miles.

ST. JOHN CREW.	PELICAN CREW.
Boat Elmira — Colors b'ue.	Boat Cecile — Colors red.
1. George H. Dunbar.	1. Joseph H. Bayhi.
2. G. L. De Fuentes, stroke	2. T. F. Clark, stroke.
B. Bridges, coxswain.	A. Hebbler, coxswain.

On the dash the Pelican crew took the water and forced the pace up to forty-six to the minute. At the bridge they had slowed down to thirty-eight, and had the lead at command. At the stake boat the Pelicans were four lengths ahead, and were rowing steadily. At the straight reach thirty-two was the number called by the timers, and the St. Johns were laboring a hundred yards astern. The red stripes came in with vigor and nerve to spare in 12:40½, heading the St. Johns over 300 feet.

The third race was the grand event of the day. For this contest all had waited and watched. It was—

At 5:30 P. M. a race with four-oared outrigged gigs. Between St. John and Pelican Rowing Clubs. Course—From boathouse down the bayou and return. Distance—Three miles.

ST. JOHN CREW.	PELICAN CREW.
Boat C. H. Slocomb—Colors blue.	Boat Viola—Colors red.
1. Henry Denegre.	1. L. Keirn.
2. John Glynn, Jr.	2. Paul Chandet.
3. Paul Robelot.	3. Thomas A. Madden.
4. John J. Haydel, stroke.	4. John Connelly, stroke.
B. Bridges, coxswain.	A. Hebbler, coxswain.

It will be seen by those who know the oarsmen that the crew of the St. John Club are all light weights. The strong arms and nerves of steel that belong to Dickson and Richardson are wanting in this aquatic tournament. Musgrove has turned his ashen spear at other opponents, and worked his victory in other fights. Small wonder, then, that the dark blue should fall before the deep red. Not detracting from the merits of the Pelican Club, justice demands that a word be said in praise of the St. John crew. Their rowing, for light weights, was unexceptionable, and the heavy pull forced on them by the opposition alone broke them down. Starting out with a pace of forty-four to the minute, the Pelican crew, with good judgment, forced the stroke throughout. The St. John crew injudiciously yielded to the challenge, and took up this terrific stroke. At the bridge the St. Johns led a full length, working away at forty-two to the minute. The Pelican crew were rowing in splendid form. The light weights were still in the lead. Going down the straight reach the Pelican crew put on a spurt and on the close turn passed the St. John club, but in brushing past the oars of each boat tipped. Turning the stake buoy, the Pelicans were four lengths ahead and rapidly drew away pulling a quick thirty-four. Charidet, who was rowing No. 2 in the Pelican crew, was putting in his work in superb style. The red streaks were plashing the water just enough to move the boat and carry no dead weight. The finish was a hollow victory for the Pelican boys, as they had one minute and twenty seconds to spare. Time—23:5, under an easy pull of twenty-eight to the minute.

A claim of foul was raised by the St. John Club crew, but at eleven o'clock last evening no decision had been reached. Without entering into the merits of the case, it must be said that the Pelicans were rowing in their proper place, and if their oars did touch the spoonbills of the St. John crew, it was detrimental alike to themselves and their adversaries. The championship pennant will therefore float only at half mast on the summit of the St. John Club boat house, while it stream aloft at Pelican headquarters.

The day's sport was all that it promised to be. Attendance was good, the contests were close, and the St. John club was most hospitable. After the races as announced per programme had been run, a supplementary race was put forward. Mr. Bateson's crew won easily, making good time at the half mile and return. Time not given, as the race was not officially authorized.

Though defeated, the St. John Club have no cause to blush for their lost laurels. Apart from the fact that most sturdy oarsmen bore them down yesterday, they have past triumphs to boast of, and the excuse of a crew notably not strong. To the gentlemen of both clubs the press can only say one word of straight out commendation. Championing neither side, we applaud the winners and back the losers to win next time.

The Death of Judge Hughes.

In the United States Circuit Court, Wednesday, District Attorney J. R. Beckwith, suggesting the death of Augustus De B. Hughes, late a distinguished member of the bar of this State, moved that, out of respect for the memory of the deceased, the court do adjourn.

The motion was seconded by T. A. Clarke, Esq.

His honor, Judge Woods, replied as follows:

I readily assent to the motion to adjourn in respect to the memory of Judge Hughes. He was a most worthy member of the bar of this court, and his ability, learning and high professional character while in life entitle his memory to this mark of respect.

Judge Hughes was a most clear sighted, pains taking and conscientious lawyer. I recall some of his oral arguments, and especially some of his printed briefs, as exhibiting very extraordinary ability as well as learning and research. He was faithful to his clients, courteous in his bearing toward his professional brothers, and fair and candid with the court. His death is a loss to the profession, to the courts in which he practiced and to the community in which he lived.

In memory of his virtues and learning as a lawyer, and in token of our regret for his early death, it is ordered that this court do now adjourn until to-morrow at 11 A. M.

Mexican Trade Regulations.

Deputy Collector E. P. Champlin, of the Customhouse, has kindly furnished us copies of edicts of the Mexican government in relation to vessels in ballast arriving at Mexican ports from abroad. The first, dated January 28, and known as circular No. 22, is as follows:

As cases are frequently occurring of the arrival at ports of the republic of vessels in ballast proceeding from foreign ports without the document they should bring to accredit the mode of their clearances, and which should be authenticated by the Mexican consul or agent, or by those of some friendly nation, or failing these, by two merchants at the port of departure, the President has been pleased to order me to state to you that the obligations imposed by the thirty first article of the avancel on captains of vessels of presenting their manifest, in triplicate, for certification by the Mexican consul or agent residing at the port from which the vessel sails, or in the absence of such functionary, by one of a friendly nation, or failing this, by two merchants, is to be understood not only in regard to vessels bound to our ports with merchandise, but also to those that come in ballast. I communicate this to you for your information and the corresponding effects, and in order that you should give this circular all possible publicity, to the end that in any event ignorance can not be pleaded.

The second, dated April 2, and known as circular No. 24, is to the following effect:

Considerations of equity have decided the President to decree that the penalty incurred by vessels arriving at ports in ballast, without the circular document accrediting that fact, shall not take effect until after the first of August next, which decree I communicate to you in reference to the relative circular No. 22, of the twenty-eighth of January last, for your information and the requisite purposes.

The edicts are signed by General Mejia, Citizen Administrator of the Maritime.

The Metairie Cemetery Association.

At a meeting of the board of directors of the Metairie Cemetery Association, held on Thursday, at the office of the company, No. 16 Carondelet street, Mr. Charles T. Howard was re-elected president of the association for the ensuing year, and W. C. Lipscomb was re-elected secretary.

The directors of this association have done well to retain at their head these faithful and efficient officers. It is an evidence of their determination to make the Metairie Cemetery what it was originally intended to be—an honor and ornament to our city. Our community has no citizen more generous and public spirited than Mr. Howard; hardly any work for the amusement or benefit of our people has been inaugurated without his aid; and in this instance he has a worthy and faithful assistant in Mr. Lipscomb. Lots in the new cemetery are now for sale on the easiest terms.

AMUSEMENTS.

Academy of Music.

The few remaining nights at the Academy are devoted to a variety of entertainments, drama, pantomime and olios of specialty performances. The prices have been reduced to fifty cents for the best places, and the result last night was an improved attendance.

Miss Patterson's Readings.

This evening Miss Jeanie Patterson will make her New Orleans debut as a public reader at the Varieties Theatre. She will also give a matinee entertainment on Saturday. This young lady has read and recited to the satisfaction and pleasure of many cultivated audiences in other cities, and is not likely to fail here. She is a pupil of the veteran, James E. Murdoch, and shows careful training as an elocutionist. An amateur band of musicians will assist at each entertainment.

Appointments by the Governor.

The following appointments were made yesterday:

St. Helena—J. B. Davis, State tax collector, vice W. D. Floyd, declined; F. Pierce Watson, clerk of registration, vice J. B. Davis, resigned.

Ascension—Felix Braud and J. B. Herbert, clerks of registration, the latter in place of Gustave Dugas.

East Feliciana—George P. Harris, clerk of registration, vice Robert Koch.

Members of the board of trustees of the Louisiana Institute for the Blind—Moliere Lange, John Gass, L. C. Morris, A. W. Smythe.

Joshua Wilson, member of the board of administrators for the Deaf and Dumb Asylum, vice J. Henri Burch, resigned.

Trial at Bay St. Louis.

The trial of A. B. Phillips, Esq., of this city, for fighting a duel which resulted in the death of Aristide Bienvenu, in the State of Mississippi, last summer, will commence to-day before Judge Chandler, at Bay St. Louis. Messrs. Whitaker and Cotton, of the New Orleans bar, left by last evening's train for the purpose of defending the accused.

THE PEOPLE'S COLUMN.

[Brief Communications Published—Long Ones Invariably Rejected—The Editor not Responsible for the Sentiments Expressed in the Communications.]

The Census Again.

EDITOR REPUBLICAN:

Your correspondent Y. may be a genius in his own opinion, but he does not show it by the way in which he meets the statements made in my communication of the third. Y.'s statement that "what I want in the blanks is there," "but that he (I) can't see it," I propose to examine.

If it was contemplated to have the names of every person in that blank, why is there a separate column for all above six years of age? Does not that fact lead directly to the inference that no account is to be taken of those under six years of age? Again, if it was intended to have the name of every person, regardless of age, in the second column, why have a column for all above six years of age? Perhaps I may be told that that was for scool purposes. If so, that part of the business belongs to the compiler of the figures, not the public individually. How about the column for the births in 1874, and a special foot note drawing attention to it. It must be self evident to any one that who ever prepared the blank, was in doubt whether the public would "put into the second column the name of every person in the house." But why the births of 1874 more than 1875, 1873 or any other year? If the name of every person was in the second column, and the age in the appropriate place, the year of birth in any case would be easily determined. I stated there was no provision for a record of the married or single. I repeat it. There is none in the blank I have seen, and Y. is very careful not to deny it. He simply says that if I put into the blank everything I think ought to be there, and that if everybody else will do the same, we shall have "a marvel of accurate completeness."

All of which is begging the question. I merely drew attention to certain constitutional requirements, and pointed out the fact that the census blank was imperfect. I know not what interest Y. may have in denying my statement. I have no interest in this matter, but the desire of every good citizen that whatever the law requires to be done should be done in conformity to law; and so choose your journal, as the easiest way of attracting the attention of those concerned.

B.

Death of Representative Southard, of Ouachita.

A letter was received in the city yesterday by Senator Burch, from Baton Rouge, in which the painful intelligence of the death of W. F. Southard is announced. Mr. Southard left Saturday evening on the steamboat for his home in Ouachita. He became sick on the trip, and reaching Baton Rouge, was removed from the boat to the residence of Augustus Williams. Although he received every attention, he rapidly declined, and died at seven o'clock Tuesday night, of inflammation of the brain. Mr. Southard had been repeatedly elected to the Legislature from Ouachita parish, and was held in high esteem for his modest virtues.

COURT RECORD.

THURSDAY, MAY 6, 1875.

United States Circuit Court.

Present—Hon. W. B. Woods, circuit judge.

Bayley & Pond vs. London and Lancashire Insurance Company.—Jury impaneled and case commenced.

Superior District Court.

Mrs. W. Jackson et al. vs. New Orleans Gaslight Company.—Petitioners allege they have, under the charter of the defendant company, paid for gas, etc., at No. 190 St. Mary street; that due diligence was necessary on the part of defendant's employes, but that March 6, 1875, there was an explosion by their negligence which caused damage amounting to $418.

Julia Hyman vs. same.—Plaintiff, residing at No. 194 St. Mary street, claims $460 damages.

Francois Gane vs. T. Hall and Christopher Erne.—Another action for appropriating seltz water bottles worth $700, and injunction issued on bond of $500.

Superior Criminal Court.

SENTENCED

Carrying concealed weapons—Milton White, five days.

JURY FOR MAY TERM.

Henry Burrell,	Peter Colman,
Allen Vincent,	Jacques Estoup,
M. Laboustrie,	M. E. Hallagan,
John Hobson,	George Guinault,
George Allen,	John Grant,
Louis Ellis,	Alexander Harris,
William Bell,	Arthur Gregory,
Joseph Galle,	John Wyvel,
Jules Fortune,	Lewis Hunt,
Joseph Merritt,	Moses King,
Gustave Dupre,	Henri Barbe,
Joseph Hunter,	E. W. Troegel,
Thomas Douglas,	Henry Gray,
Edward Lane,	Ernest Alix,
J. W. Anderson,	Edward Byrnes,
August Fabin,	J. L. Ernault.
Andrew Smith,	

ADJOURNED.

On motion this court adjourned out of respect for the memory of A. DeB. Hughes, Esq., deceased.

[By Telegraph.]

Pass-a-l'Outre.

PASS-A-L'OUTRE, May 5, 1875.

To Captain C. W. Howell, Corps of Engineers, United States Army:

Depth of channel at extreme low tide, fifteen feet six inches; least width for that depth, fifty feet. High tide at 3 A. M. today; height above extreme low tide, three feet; depth of channel at high tide, eighteen feet six inches. The Yazoo is on the north side of the channel, broken down. Bottom lumpy and channel crooked. Essayons at work.

CHARLES E. L. B. DAVIS,
First Lieutenant of Engineers.

Passengers arrived per steamship Hannover, from Bremen via Havre, Southampton and Havana:

A. Trevino, Adolphe Ernest, Mrs. M. V. Blucher, C. F. Conrad and son, Samuel Marcus, Santos Rubira, Miss E. Hays, Miss Mary Layton, Miss L. Moliner, Mrs. M. Hernandez, Mrs. M. Freitag and child, Mrs. Louise Gueringer, Mrs. D. Dominguez, G. Castillo, D. Figueroz, P. A. Paulding and wife, and ninety-one steerage passengers.

Passengers arrived per steamship Juniata from Havana:

R. R. Jamoegin, F. Richney, P. Glescas, M. Artz, S. Regael, Mrs. S. Regael, G. San Cruz, A. Ledesma, J. Ledesma, Amalea Ledesma, Maria Ledesma, A. Docon, Felix Brugero, N. N. y Pons, J. Ners y Muro, A. Bustienentae, Alf. Regal.

The Temperature.

The thermometer at Louis Frigerio's, No. 50 Chartres street, on May 6, stood as follows: At 8 A. M., 75°; at 2 P. M., 84°; at 6 P. M., 81°. Lowest point during the night of May 6, 63°.

Railroad on the Andes.

Henry J. Schenck, engineer of the road, furnishes the following interesting information in a recent letter from Lima:

The Callao, Lima and Oroyo railroad has no equal in the world for skillful engineering and cost of construction. The commencing point is at the city of Callao, on the coast of Peru whence it runs north and east and terminates at the town of Oroyo, on the east side of the Andes mountains, there making close connections with the head waters of the Amazon river, thereby making speedy conveyance and cheap transportation for commerce and the traveling public across the continent of South America, and avoiding the long and perilous trip around Cape Horn. This gigantic project of scaling the mighty Andes by rails was first projected and is now being carried out by Henry Meiggs, the railroad king of South America, tunneling mountains of solid granite, and spanning streams and passes at heights from thirty-five to 252 feet above their beds, almost irrespective of cost. Some idea may be formed of the cost of construction where operations were commenced on a level with the sea and in a distance of 104½ miles the bed of the road has attained the unparalleled height of 15,645 feet above the level of the sea, and in that distance passing through fifty-eight tunnels measuring from 200 feet to 3737 feet in length. The entire length of the road is only 136 miles, but it cost $37,350,000 in American gold.

At a place which is situated between two thriving little towns called Surco and Matucana may be seen the same mountain tunneled twice, one tunnel being directly above the other at a distance of ninety or 100 feet. Passing this romantic place, still ascending a grade of 105 to 211 feet to the mile for a distance of twenty-three miles, and we reach that picturesque spot, termed in Spanish "El Infiernillo," meaning in our language "The Gates of Hell," a place where nature has formed an opening through the mountains, through which passes the swift water of the river Rimac, walled up by solid rock to a height of over 2000 feet above the bed of the river, presenting a face as smooth as if cut by the hands of skilled workmen.

Here may be seen a display of masterly engineering in order to overcome this colossal obstruction. In many other places where the maximum grade brings the bed of the road to a point utterly impassable, an opportunity always presents itself for an outlet by forming a U and retracing the already passed over portion of the road alongside of the mountain until an elevation is obtained whereby a pass may be effected. At El Infiernillo there was no alternative but to tunnel the mountains of volcanic rock or abandon the projected route. The work was at once commenced on the south side of the river, and in order to push it more rapidly an entrance was commenced on the river side, which was done only by letting men down from the tops of the smooth faced walls by ropes, thereby supporting themselves until they drilled and blasted a foothold and entrance. This done, the work proceeded rapidly with the aid of the celebrated diamond drill. And on the opposite side of the river a repetition of the same labor was soon commenced. The tunnels being completed, the fearful chasm was soon spanned by a magnificent iron bridge. It connects the two tunnels, viz: Nos. 31 and 32, at a height of 200 feet above the bed of the river, with either end resting on natural masonry.

Again on emerging from the opposite of side of the tunnel thirty-two another great obstacle presents itself. On the entrance of the same tunnel the bed of the river is 200 feet below that of the road, and only a few yards from the outlet of the said tunnel the road bed falls several feet below the river, thus an idea may be formed of the tremendous fall, and with what rapidity the waters of the Rimac force their way through these mountain passes. In order to overcome this great obstacle a tunnel is now being built, large enough for a double team and carriage to be driven through, in which will be placed 500 barrels of powder at a single blast, for the purpose of blowing down the mountain, thereby making a new bed for the river to pass, and leaving the old bed with a small amount of excavation ready for the bed of the road. One other of 1000 barrels of powder was used, creating a sensation similar to that of an earthquake for many miles around its vicinity. Here we leave "El Infiernillo," that stupendous work of nature, utilized and still more beautified by art, and wend our way through already completed tunnels, over mountains and through river valleys, until we at last reach the summit of the Andes at a place called Galera, the highest point of the road, viz: 15,645 feet above the sea. This altitude is the bed of the road, not to speak of the many hundred feet of rock still towering above the tunnel through which pass the iron rails.

Doubtless a great many people living in North America are under the impression that there is little or no snow in this part of the globe, but such is not the case, as at this point we have perpetual snow. At this point the longest tunnel on the road is being built, being 1140 metres, or 3737 feet (English) in length, which has been under course of construction for about twenty-six months. We expect to complete it in about eight or ten months more, when the entire line will be ready for the rails. The greatest obstacle with which the laborers have to contend with is the rarity of the atmosphere; the pressure being only eight pounds to the square inch. The state of affairs is endured only by men of iron constitutions, so to speak. With the aid of the diamond drill, which considerably lightens the work, we hope soon to see the tunnel ready for the rails.

From this point commences a gradual descent down the east side of the Andes mountains to the town of Oroyo. The work here being comparatively light is already completed. From Oroyo other important lines of road are soon to be built, thereby opening up one of the richest and most fertile countries of the globe, a country heretofore without an outlet, except by mule back.

Fatal Accident.

On last Wednesday Winder Irvin, a freedman, was killed in the following manner: While riding carelessly home from the field, with the plow gear on the horse, the animal took fright and threw the rider, his feet hanging in the traces, and after dragging him nearly a mile through the rough and almost impassable forest, he was overtaken and found so badly mangled that he soon died. How long will it be before our plowmen learn to untie the hame string before attempting to ride any horse.—*Minden Democrat.*

Meteorological Report.

OFFICE METEOROLOGICAL OBSERVER, New Orleans, May 6, 1875.

The following is the report of the weather and rivers at 3:43 P. M., local time, to day:

Places.	Ther.	Wind.	Weather.
Augusta	84	N. W.	Fair.
Cincinnati	59	N. W.	Cloudy.
Corsicana	90	S.	Clear.
Galveston	83	S.	Clear.
Keokuk	62	S. E.	Fair.
Lacrosse	55	S. E.	Clearing.
Leavenworth	67	S.	Clear.
Louisville	62	N. E.	Fair.
Memphis	84	S. E.	Clear.
Montgomery	82	S. W.	Fair.
New Orleans	82	S. W.	Clear.
New York	53	N. E.	Cloudy.
Omaha	57	S.	Fair.
Pittsburg	57	N. W.	Fair.
St. Louis	63	S. E.	Clear.
St. Paul	48	S. E.	Cloudy.
Vicksburg	83	S. W.	Clear.
Yankton	84	W.	Fair.

RIVERS.

	Rise, inches.	Fall, inches.	Above low water mark. Ft.	In.
Cincinnati	..	8	17	5
Keokuk	..	2	12	8
Lacrosse	..	2	7	3
Leavenworth	..	9	13	10
Louisville	..	11	8	11
Memphis	18	..	26	9
New Orleans	1	..	*4	2
Omaha	..	5	10	7
Pittsburg	..	3	6	7
St. Louis	..	7	23	4
St. Paul	..	2	10	0
Vicksburg	..	1	40	5
Yankton	..	..	12	0

*Below high water mark of 1874.

BY TELEGRAPH.

WASHINGTON.

The Virginius Award Paid.

WASHINGTON, May 6.—The State Department has advices that Spain has paid to Minister Cushing the entire Virginius award, thus closing this complication.

Major Poore's Statement of the Border Outrages.

Major Ben Perley Poore arrived from the City of Mexico last night, bringing dispatches from Minister Foster, which he has delivered to the Department of State. The Major says the opinion in Mexico was that the troubles on the border were produced by lawless men of both countries, and there was an earnest disposition on the part of the Mexican government, in sympathy with our own, to suppress them; and further, that the troubles were not considered of such a serious character as to endanger the friendly relations between the United States and Mexico.

Postmaster Parker and his Bond.

Postmaster Parker filed his bond to-day. He has received his commission, and leaves to-night. Ex-Congressman Smith leaves with him. Colonel Parker's bond for $400,000 is signed by his brother-in law for one-half, his nephew for one-fourth and the father-in-law of his daughter for the remaining fourth. Two Republican and one Democratic sureties.

Governor of Kentucky.

Nothing is heard from Kentucky yet, but a dispatch from Cincinnati says it is understood that McCreery has been nominated for Governor.

The Isthmus Survey.

Commander E. P. Lull, Civil Engineer A. G. Menocal, Lieutenants E. D. Toussig and J. F. Moser, Masters J. H. C. Coffin and H. L. Greene, and Draftsman J. B. Philip, who were attached to the late Panama surveying expedition for a ship canal across the isthmus, met at the Navy Department for the purpose of making their compilations, preparing maps, reports, etc.

They will be engaged in the work two or three months, and upon its completion all the documents will be submitted to the commission consisting of Commodore Ammen, General Humphreys, chief of the engineer corps, and Captain Patterson, of the coast survey, appointed by the President to examine all the surveys and decide as to which will be the most advangeous route for the canal. This commission has already examined the Tehuantepec survey made by Captain Shufeldt; the two Nicaragua surveys made by Commanders Hatfield and Lull, and the Darien survey made by Commander Selfridge and Lieutenant Collins; the Panama survey was the last one made, and after the commission shall have examined it a report will be prepared and submitted to the Secretary as to the most desirable route.

NEW YORK.

New York Chamber of Commerce.

NEW YORK, May 6.—The Chamber of Commerce held its election to day. The opposition ticket was elected, as follows: S. D. Babcock, president; James M. Brown, first vice president; George W. Lane, second vice president; Francis S. Lathrop, treasurer, and George Wilson, secretary.

International Rifle match.

The joint committee on international rifle match met this evening. It was resolved that the four competitors recently held give to Messrs. Fulton, Bodine, Gildersleave, Dakin, Yale, Hepburn, Coleman, Canfield and Jewell positions on the team for 1875. It was also resolved that those competitors who were by reason of sickness prevented from completing their scores should be permitted to do so within ten days under direction of the command; that the nine gentlemen named shall constitute the team, subject to such changes in its personnel as may be effected by operation of the resolutions. The next three competitors, in order of merit, were invited to practice with the team for the purpose of filling any vacancy which may occur before the day of sailing.

The Mutiny on the Jefferson Borden.

Further particulars of the mutiny on the schooner Jefferson Borden show that it began on the twentieth of April, when the vessel was 1000 miles from England. The leader was a seaman named Miller, a native of Finland. He called the captain at midnight, saying a man had broken his leg. This was a ruse to get the captain on deck unprepared, but when he got there he was well armed, and began firing on the mutineers. The latter, finding it impossible to get the upper hand, retired to the deck house, in which they were nailed up by the captain and steward. Forty shots were fired at the mutineers before they surrendered. It was thirty hours from the beginning of the outbreak before the last man surrendered. The captain had his wife on board.

THE TURF.

The Races at Nashville.

NASHVILLE, May 6.—The third day of the spring meeting of the Nashville Blood Horse Association was more favorable. The weather was clear and warm. The track is still heavy, but in much better condition than the two previous days. The attendance was large.

First Race—Link's Hotel stakes for green three year olds:

Steinbock	2	2	1	1
Camargo	1	3	2	2
Worcester	4	1	3	dis.
George Graham	3	4	r.	o.
Grey Steel	6	5	[illegible]	o.
Bayonne	5	6	[illegible]	
Highland Vintage	7	dis.		
Planero	8	dis.		

Time—1:52, 1:51½, 1:53½, 1:56.

Second Race—Mile and a half dash. Won by Brakesman, beating Playmate. Time—2:51¼.

Third Race—Mile and a quarter dash. Won by Egypt, beating Chatterbox and Gwynn in the order named. Chamberlain was distanced. Time—2:18.

FOREIGN.

Nothing New.

BRUSSELS, May 6.—Belgium has received no fresh note from Germany.

Dead.

PARIS, May 6.—Michel Levy, the publisher, is dead.

Marine.

LONDON, May 6.—The ship Francis P. Sage has arrived at Havre. She was on fire, but the flames were extinguished with but little damage to the cargo.

The bark Arua, from New Orleans, for Havre, has been spoken in latitude 42°, longitude 52°, having been slightly damaged by the ice.

The ship Royal Charter, from New Orleans, for Reval, has been damaged by a collision, and is at Deal for repairs.

The steamship Greece, from New York hither, is ashore at the mouth of the Thames. It is expected she will float off.

Cholera in India.

Late advices from Bombay state that cholera prevails in the city of Baroda. It has not yet appeared in the camp of the British troops.

Of Course It Does.

The fifty per cent reduction on cable rates to North America pleases the commercial community.

France Trembling on the Verge of Another War.

The Paris correspondent of the *Times* telegraphs that uneasiness prevails in well informed circles in Paris. The most serious minds believe that danger is impending. Politicians from abroad, as well as those claiming to be well informed at home, assert that peace or war depends on the approaching meeting of the Czar and German Emperor. No one denies that a powerful party in Germany, comprising the entire military element, feels that the late treaty was too lenient; that indemnity has already returned to French coffers; that the possession of Belfort by France is dangerous to Germany; that France is reorganizing rapidly enough, and will soon be able to furnish a formidable army to any alliance with any other nation; that Germany is no richer than before the war. Her financial and social organization can not long support the expense of the present armaments, and she can not disarm in the face of France. The military party in Germany is convinced that never was there a moment more propitious than the present to secure for its country a long era of prosperity and peace, war ought to be promptly undertaken. It is necessary to march on Paris and take up a position where a new peace can be signed which takes Belfort from France, limit her active army and exact ten milliards in twenty years. Paris could be attacked if France refused to sign. All the powers have confined themselves to timid, friendly representation with regard to the Belgian notes, which only shows that to finish with France now is a duty to Germany and humanity. Europe will never be tranquil while the blunder of the treaty, which leaves France ready to revive and re-enter the struggle, is unrectified; what may be promptly executed at insignificant sacrifice would, two years hence, cost oceans of blood