NEW ORLEANS REPUBLICAN.

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VOLUME IX.—NO. 54. NEW ORLEANS, FRIDAY, JUNE 11, 1875. WHOLE NUMBER 2515

AMUSEMENTS.

OPERA HOUSE.....OPERA HOUSE

Sunday, June 13, 1875.

Entertainment tendered by the Louisiana Dramatic Club, with the obliging concourse of Mrs. Farnah, Miss Eva Dabdeleen and Mrs. Deadet, for the benefit of the

INDIGENT FAMILIES OF THIS CITY,

Under the auspices of the

SOCIETE DES DAMES LOUISIANAISES

(Site St. Louis)

First performance of

DON CAESAR DE BAZAN,

Drama in five acts, with songs by M. Duflanchelle and Delancey.

For characters see hand bills.

Entrance—Parquette seats, first and second tier, fifty cents; reserved seats seventy-five cents; third tier, for the gallery or general, twenty-five cents.

Doors to open at 7 P. M. Performance to begin at 7:30 P. M. precisely.

N. B.—Reserved seats can be procured at the controller's office, Opera House, on the day of the performance, Sunday, June 13, from 10 A. M. to 5 P. M., and from 6 P. M.

Music and songs for the occasion composed by Mr. A. Baron, leader of the orchestra. 6-5 1d

A DICKENS PARTY,

To be given at

EXPOSITION HALL,

On Friday, June 11, at 8 P. M.,

On the benefit of

ST. JOHN'S PROTESTANT EPISCOPAL CHURCH

Tickets fifty cents, children twenty-five cents.

Programme.

1. Entry of the "Dickens Party".
2. Duet (instrumental). Misses A. I. and A. McA.
3. Tableau—"Oliver Twist".
4. Song. Miss M. F.
5. Recitation. Mr. W. H. B.
6. Tableau—"The Cricket on the Hearth".
7. Song. Miss D. C.
8. Recitation. Mr. H.
9. Musical Solo. Miss F. H.
10. Song—Duet. Mrs P. and Miss G. T.
11. Grand Tableau (grouping of all the characters)

MARCH TO SUPPER.

DANCING—Music furnished by the United States Military Band.

Bill of Fare.

Chicken or Turkey.....15c
Chicken Salad.....25c
Ice Cream.....15c
Strawberries.....15c
Strawberries and Cream.....25c
Strawberries and Cream for Children.....15c
Cake.....5c
Sandwiches.....5c
Coffee.....10c
Fresh Milk.....5c
Lemonade.....5c
Sherbet.....15c
Jelly 1f

RAILROADS.

THE MOBILE LINE.

On and after May 23 trains will arrive and depart from the south foot of Canal street, as follows:

DEPART.

Local accommodation daily, except Sundays, at.....3:15 P. M.
Express and mail, daily, at.....8 A. M.
Through night express, daily, at.....4:40 P. M.

ARRIVE.

Local accommodation daily, except Sundays, at.....10:05 A. M.
Express and mail daily, at.....3:55 P. M.
Through night express, daily, at.....11:30 P. M.

Pullman Palace Cars daily to Louisville, Cincinnati, Lynchburg, Virginia Springs and Baltimore without change.

Office corner of Canal and Common streets, opposite City Hotel.

my23 6. B. ROBINSON, Superintendent.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD COMPANY.

GREAT JACKSON ROUTE

On and after December 28, 1874,

Trains depart and arrive as follows from Calliope street depot:

DEPART.	ARRIVE
Express.....7:50 A. M.	Express.....11:30 P. M.
Mail.....5:50 P. M.	Mail.....10:30 A. M.

Pullman Palace Sleeping Cars through to St. Louis, Chicago and Louisville.

Only one change of sleeping cars to Eastern cities.

Tickets for sale and information given at No. 6 Camp street, corner of Common.

A. D. SHELDON, Agent.
ja18 ly R. D. FROST, General Manager.

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. 158 Canal street. Trustees—Dr. W. Newton Mercer, L. F. Generes, David Urquhart, George Jones, John G. Galtes, Thomas A. Adams, Carl Kohn, Thomas Allen Clark, Christian Schneider, Charles J. Leeds, Samuel Jamison.

Interest Allowed on Deposits.

L. F. GENERES, President.
THOMAS RAMSEY, Treasurer. ap18 1y

LOUISIANA SAVINGS BANK AND SAFE DEPOSIT COMPANY,

No. 34 Camp Street.

CAPITAL.....$500,000

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

Directors:

B. CORGAT, OREN WISE,
J. H. KELLER, E. A. THOMAS,
DAVID WALLACE, JAMES JACKSON,
E. C. PALMER.

The capital gives security to depositors. Deposits of Fifty Cents and upward received, and SIX PER CENT INTEREST allowed.

my2 1y ROBT. S. WALTON, Cashier.

STEAMSHIPS.

BREMEN.

North German Lloyd.

STEAM BETWEEN BREMEN AND NEW ORLEANS, VIA SAVER, SOUTHAMPTON AND HAVANA.

The steamships of the North German Lloyd will run as follows:

Further days of departure will be advertised hereafter.

From Bremen.	From New Orleans.
HANNOVER.....January 15	February 16
FRANKFURT.....February 9	March 19
HANNOVER.....April 6	May 17

The steamers touch outward at Havre and Havana and on their home trip at Havana and Southampton, to land and receive passengers and freight.

PRICES OF PASSAGE.

From Bremen, Southampton or Havre to Havana or New Orleans.

Cabin.....$150 gold
Steerage.....40 gold

From New Orleans or Havana to Southampton Havre or Bremen.

Cabin.....$150 gold
Steerage.....35 gold

From New Orleans to Havana.

Cabin.....$35 gold
Steerage.....15 gold

Passage tickets from Bremen, Southampton or Havre to New Orleans issued by the undersigned.

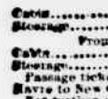
For further particulars apply to

ED. STOCKMEYER & CO., Agents.
ap31 1y No. 42 Union street.

FROM HAVANA, VIA CEDAR KEYS AND KEY WEST.

United States Mail Steamships

WILLIAM P. CLYDE, Captain, WILMINGTON, Captain.
MARGARET.



The New Orleans, Florida and Havana Steamship Company will dispatch one of the above first class steamers from New Orleans to Havana

Every Wednesday,

Touching at Cedar Keys and Key West, and connecting with steamers for Apalachicola, St. Marks and Tampa.

RATES OF PASSAGE.

	To Key West.	To Cedar Keys
Cabin	$40	$35
Steerage	20	15

Through bills of lading issued to all points in Florida, including Tampa, and to New York, Charleston and Savannah.

None but the company's bills of lading signed and none signed after sailing of the steamer.

Splendid passenger accommodations and through tickets given to above points.

No freight received without permit from the office.

For freight or passage apply to

L. E. ROBERTS, Agent,
ja15 No. 120 Common street.

THE DEBT OF LOUISIANA.

A Letter from Governor Kellogg.

Governor Kellogg has addressed the following letter to the editor of the Chicago *Times*, in answer to certain statements that recently appeared in that paper:

STATE OF LOUISIANA,
Executive Department,
New Orleans, June 9, 1875.

SIR—In the Chicago *Times* of the fifth instant there appeared an editorial headed "Louisiana's Load," in which the following extraordinary statements were made:

"According to the stock and bond tables of the *Financial Chronicle* of April 24, the total amount of Louisiana's State obligations then outstanding was only $22,350,100, but a legislative committee which has been examining the State Auditor's accounts has discovered that the total reaches the snug sum of $50,597,395, of which the following is a summary:

Floating debt	$2,165,171 71
Bonds loaned property banks	4,350,000 00
Bonded debt of property	22,134,000 00
Contingent debt reported by the Auditor	10,885,000 00
Contingent debt not reported by the Auditor	9,635,500 00
Total	$49,004,155 04
Add trust bonds and bonds missing	960,194 91
Total	$50,597,395 95

"This is the amount of the debt as it stood at the commencement of the current calendar year. How much it has been increased since that time does not appear.

"The annual interest charge is more than $3,500,000, a larger sum than ought to be received to cover all the expenses of the State government."

If these assertions had simply affected the present State administration, I would have passed them by unanswered, leaving to the future to demonstrate their falsity. But the representations made in this article, if believed, would injuriously affect the whole State, and especially the large class of property holders who now, for the first time in many years, see a prospect of returning prosperity. I therefore ask you to give this authoritative and easily verified statement of the present condition of the State finances the same publicity that has been given to the grossly erroneous assertions contained in the article from which I have made the foregoing extract.

Permit me to say, in the first place, that no legislative committee, or any other committee, has discovered that the total of our debt "reaches the snug sum of $50,597,395."

No legislative committee has reported upon the amount of the State debt since I have been in office.

In 1873 I appointed a committee of old and prominent Conservative citizens to examine into and report upon the amount and condition of the State debt, actual and contingent. Their report showed the debt of the State to be:

Bonds outstanding	$22,427,000
Auditor's warrants and certificates of indebtedness	1,806,886
Total	$24,233,886

This did not include a loan of bonds of the State to the amount of $4,828,780 made to the property banks years before the war, upon which the State never has been called upon to pay the interest (for which alone it is responsible), and being amply secured by the property pledged is never likely to be so called upon. The report of this committee was made in 1873, and represents "Louisiana's load" as it was found by the present administration.

It agrees substantially with the reports of the State Auditor and Treasurer for that year. The committee, however, found that there was what they called a "contingent debt" of $21,000,500 still standing on the statute books. This "contingent debt" was based upon many old acts of successive Legislatures covering many years, which provided that certain liabilities, such as indorsement by the State of second mortgage bonds on railroads when built, etc., might accrue on the performance of certain conditions. None of these conditions had been complied with, and there was very little probability of any of these old claims being revived; but to place the matter beyond doubt, every one of the acts creating these contingent liabilities was repealed by section twelve of the funding bill, approved January 24, 1874, and to-day there is not a dollar of this "contingent debt" in actual or possible existence.

The figures given in the Chicago *Times* as representing the present debt of Louisiana, appear to be taken from a report prepared more than two years ago by a Mr. Weymouth, a gentleman without official standing, but afflicted with an incurable mania on the subject of repudiation. He prepared a most lugubrious analysis of the condition and origin of the State debt for the use of the committee of citizens appointed by me in 1873. This committee did not accept it and he has ever since been striving to get in into print at the public expense and has at last succeeded; the joint committee of the Legislature appointed at the regular session last winter to examine into the accounts of the Auditor and Treasurer having very unwisely, as I think, permitted it to be added as an appendix to a second edition of their report, issued since the adjournment of the Legislature. I am assured by the chairman and other members of the committee, that there was no intention to make this presentment of Mr. Weymouth a part of the *res gestæ* of their report. A glance at the appendix will show that it has not the remotest connection with the existing State debt, but is simply what it professes to be, "a report (not before published) prepared by J. M. Weymouth for the use of the committee of examiners appointed by his Excellency, Governor Kellogg, in 1873." More than $21,000,000 of the contingent liabilities of the State therein referred to, if they had any actual existence in 1874, when that report was prepared (which is more than doubtful), have since been buried forever under a sweeping repealing act of the Legislature and a constitutional amendment solemnly ratified by the people.

There is but one other item in your summary of the supposed debt of Louisiana which calls for notice, and that in the item: Contingent debt not reported by Auditor, $9,635,500.

In reference to that item there is only this to be said, that it has no existence. If you can name one respectable citizen of this State who has discovered $9,000,000, or any other amount of contingent debt not heretofore known to every well informed citizen, you will confer a favor.

The *Times* having stated so prominently what the debt of Louisiana is not, will you now permit me to state what it really is. In January, 1874, the bonded and floating debt

Was (see Auditor's report, January 1, 1874)	$24,832,407 96
It has been decreased by redemption of seventy-two past due bonds	72,000 00
By retirement of old outstanding warrants, certificates of indebtedness and payment of amount due Fiscal Agent	1,022,800 12
By exchange of $3,259,380 of consolidated bonds for $5,432,300 of old bonds	2,172,920 00
By exchange of $427,421 38 of consolidated bonds for $712,368 83 of old warrants and certificates of indebtedness	284,947 53
Total reduction	$3,552,727 65

Leaving the actual bonded and floating debt of the State, at the present time, $21,279,680 25, not including the loan to the property banks already explained. While the public debt has thus been diminished over $3,555,000 under my administration, and in the face of the greatest obstacles, taxation, both State and parish, has been reduced fully one-third within the same period. The funding bill adopted in 1874 is in successful operation. It has been generally accepted by our creditors at home, and I have just received from the council of foreign bondholders, under date of May 20, 1875, a formal notification that while they still condemn the bill, they are prepared to accept its provisions, being satisfied that "the principle of this bill has been adopted by all sections of citizens, and now forms part of the constitution of the State."

We have funded already over $6,000,000 of obligations, and have more than $500,000 in the treasury to the credit of the interest fund. By a constitutional amendment proposed by the Legislature of 1874, and adopted at the late election by the votes of a large majority of the whole people, as fast as the State debt is reduced by the funding act, the highest limit of the State debt is fixed at the lowest point reached, and $15,000,000 is the point fixed beyond which the State debt can never be increased until our present obligations are all paid. These same amendments limit the State tax to twelve and one-half mills, exclusive of schools. The "interest charge" by the constitution of the State as it now stands is seven per cent on $15,000,000, the amount to which the funding act brings the debt.

No bonds have been issued since 1873, and the floating debt has been steadily decreased. These facts are so well known, and so incontrovertible, that I am at a loss to know how to characterize the statement published as fact in the Chicago *Times*. The *Times* says deliberately and explicitly that $50,597,395 95 is the amount of the debt of the State of Louisiana as it stood at the commencement of the current calendar year. I say as deliberately and explicitly, and with the records of the State Auditor, the State Treasurer and the Fiscal Agent to bear me out in my assertion, that the State debt, including every outstanding bond except the old property bank bonds referred to, and all outstanding warrants of whatever kind or nature, is at the present time but $21,279,680 25, and that it will continue to be reduced until it reaches the limit of $15,000,000.

The *Times* says that our annual interest charge is more than $3,500,000. I state that our annual interest charge is $1,050,000, and this is limited by the constitution.

Misrepresentation of the condition of affairs in Louisiana appears to have become chronic with a large portion of the press, but such glaring misstatements as those I have quoted may indeed injure the credit of the State abroad, may retard the returning prosperity of the people, and may afford the politicians of other States material for campaign use, but can effect no other results, for even the most bitter opponents of the Republican party here know and will all admit the utter falsity of the assertions made.

Very respectfully,
WILLIAM P. KELLOGG.

COURT RECORD.

THURSDAY, JUNE 10, 1875.

Superior District Court.

State ex rel. the Attorney General vs. Charles Clinton, State Auditor.—Injunction on appropriation bill of 1873. Intervention of Frank Morey. Submitted on briefs.

Superior Criminal Court.

INFORMATIONS.

Carrying concealed weapon—Pierre Beltinger.

Grand larceny—Louisa Jones.

Assault with dangerous weapon—Josephine Taylor, alias Sarah Gordon, alias Mexican Tigress.

SENTENCED.

State vs. Bill Williams, alias Bill Davis, alias Whisky Bill. Murder. Convicted May 31 of the murder of Alex. White, April 10, 1875, on Franklin street, between Lafayette and Girod streets. Sentenced to be hanged by the neck until dead at such time as the Governor shall appoint.

ACQUITTED.

State vs. George Musgrove and E. T. Whitney.—Robbery of $7 50 from Benedict Snyder April 27, 1875, on Poydras street. Verdict, not guilty.

First District Court.

INFORMATIONS.

Petty larceny—William Landall, Nina Parker.

Assault and battery—A. Benthal.

Fourth District Court.

John P. Gerard vs. Charles Morgan.—On trial.

Fifth District Court.

Imbau, Aycock & Co. vs. Philip Dumestre et al.—Action on promissory note of $5000. On trial, with special jury of merchants.

Sixth District Court.

William L. Carlin vs. William P. Kellogg.—Suit for $2505 for personal services.

Board of Health—Quarantine.

At a special meeting of the Board of Health, held yesterday, the following was discussed and adopted:

Resolved, That the laws of the State require a quarantine of ten days upon all infected ports proclaimed by the Governor, but that this time of ten days shall begin to count from the departure of the vessel quarantined from the infected port on the voyage to the port of New Orleans.

Colonel Shafter's Command.

Lieutenant Colonel W. R. Shafter, Twenty-fourth Infantry, is charged with the control of active operations in the field, under such instructions as he may receive from these headquarters, with a command constituted as follows:

Companies A, F, G, I and L, Tenth Cavalry, Fort Concho; Company C, Tenth Cavalry, Fort McKavett; Companies D and F, Twenty-fourth Infantry, Fort Duncan; Company A, Twenty-fifth Infantry, Fort Stockton, Texas; and all available Seminole scouts under First Lieutenant J. L. Bullis, Twenty-fourth Infantry.

The troops will rendezvous at Fort Concho, reporting to Lieutenant Colonel W. R. Shafter, at that place, not later than the twentieth day of June.

The medical director will designate three medical officers for duty with the command, and give the necessary instructions in regard to supplies, etc.—*San Antonio Herald.*

SHERIFF'S SALES AT AUCTION, FOR CITY TAXES, OF REAL ESTATE—Attention is called to the sale, at auction to be made this day at noon, at the Merchants and Auctioneers' Exchange, Royal street, by the sheriff of the parish of Orleans, for city taxes, of real estate. For particulars and terms see advertisements.

VACANT SIXTH DISTRICT PROPERTY, AT TWELVE MONTHS' CREDIT, BY AUCTION.—The sheriff of the parish of Orleans will sell to-day, at twelve o'clock M., at the Merchants and Auctioneers' Exchange, Royal street, the following described property, to wit: Seven lots of ground, in the Sixth District of this city, forming the corner of Leontine and Pitt streets. For full particulars and terms see advertisement.

A Milwaukee judge has decided that a wife is not related to her husband.

The Temperature.

The thermometer at Louis Frigerio's, No. 50 Chartres street, on June 10, stood as follows: At 8 A. M., 81°; at 2 P. M., 88°; at 6 P. M., 85°. Lowest point during the night of June 8, 69°.

Whoever wants $20,000
Whoever wants $10,000
Whoever wants $5,000 should buy a ticket
Whoever wants $2,500 in the drawing of the Louisiana State Lottery June 12.

When $75,000 will be distributed in 440 prizes: capital prize, $20,000; tickets $10.

Last chance at $75,000.
Last chance at
Last chance at

The committee organized to pass resolutions on the great dead of other States, are considering an address which shall commence with, "Whereas, It has pleased God Almighty to remove Jesse D. Bright," and end with the usual regrets. Mr. Bright deserves well of our people, for recommending a good gun maker to Jefferson Davis, if for nothing else.

The Duties of Young Men.

There are throughout the country thousands of young men who are just beginning business life. They have got through their school days, and have arrived at that period when the dependence of the youth merges into the independence of the man. The next five years will determine what they are likely to be in the mature and ripened days in store for them. Fortunate circumstances may lift some above the plane of their individual exertions, but the ninety and nine out of a hundred will be what they make themselves. If they start out determined to win in any branch of business, the chances are in their favor that they will, sooner or later, win it. If they start life with the spirit of indifference, they will drift along with the tide, may secure enough to eat and drink and to clothe themselves, but old age will overtake them not far in advance of the spot where they started.

Therefore, it is all important that the young man should start right, and when certain on this point, should throw his whole soul into the business he has chosen. Success is the result of energy, an intelligent appreciation of life's opportunities and business courage. The young man who has these elements to rely upon will seldom fail to achieve what he set out to obtain. If he seek wealth, it will come to him; if fame, he will secure it; if power, it will be given to him. The degree of his reward will be in proportion to his deserts as a man. There may be exceptions to this, but wherever found they will be attributable to no fault of the man, but rather to those misfortunes which come like sudden storms, giving no warning of their approach, and destroying in an hour the patient work of a lifetime. Respectability and honor come from the man, and not the trade he follows. One business is as honorable as another, if it is legitimate. This should be borne in mind by all young men who are about to start out into active business life.

Personal Integrity should be the cornerstone of character. Without it, the most brilliant attainments will fail to reach success. The world stands in need of upright men, men who can be relied upon, whose word is as good as a bond, who are proof against the corrupting influences which beset the business man everywhere. No matter how strong the temptation, young men often make a mistake in the choice of an occupation. Through false notions of respectability, they enter upon professions or trades for which they have no adaptibility. They seek to become lawyers, doctors, preachers, and are voted failures by all who come in contact with them. They might have made merchants, or excellent mechanics, but they started wrong, and keep wrong all their lives.

Start right! This is all important. A good blacksmith is a hundred fold more valuable to a community than a poor doctor, lawyer or preacher. He will make a fortune at his anvil, while these professional moths are starving to death.

The young beginner should cling to honest principles as to the rock of safety. To let go this rock is to drift to certain destruction. The ship which breaks from its moorings on a lee shore is no more certain of destruction than the young man who breaks away from honest principles. Honesty first, industry and intelligence second, are the elements which we commend as the only reliable groundwork for human success.

Last, but not least, vote right! A man owes much to his family, to his business, but he owes more to his country, for without this, what would be home or business to him? In starting life, young men should educate themselves to serve the nation, with the same fidelity with which they apply themselves to business. It is not enough to cast a vote once a year. This is but a fractional part of the duty which a citizen owes to society. He should take part in the primary meetings, have his influence felt in the conventions, and be heard at all times and in all places where his personal influence would tend to elevate politics and secure men of high character for office. When the business men of the country become interested in political affairs, we shall have fewer complaints made of bad or incompetent men being elected to office. It may be difficult to change the habits of old business men in this particular, and bring them to a realization of their duty to the nation, but not so with the young men. They are free to lay down certain duties which must be performed. We urge upon them this sacred duty of citizenship. Let it head the list of obligations, and let its faithful performance be regarded as little short of a religious duty.

To reduce these duties of citizenship to a system that will be a vital force, through combination with others, we urge the young men of the nation to organize Republican clubs in their respective communities, so that by organized efforts true reform can be brought about wherever needed. The Republican party has a strong claim upon the young men of the country. It has made possible the government which protects them and the republic which they love. It is a party of progress, of youthful aspirations, and has within it, subject to greater development, the principles of individual and national success. To the standard of this party, a standard of patriotism, of loyalty, of political integrity, the nation calls its young men. Let them respond to the call, and by their earnest efforts preserve for posterity the rich blessings of self-government which they now enjoy.—*Washington Republican.*

Death of General H. W. Barry.

General Henry W. Barry, member of Congress from Mississippi, died this morning suddenly at the residence of his wife's father. He had just returned from Mississippi on Saturday night. General Barry was born in New York, was self-educated, was principal of the Locust Grove Academy, Kentucky, for two years, was graduated at the Columbian Law College in this city, and entered the Union army as a private early in the war. He organized the first regiment of colored troops raised in Kentucky, commanded a brigade, for a time a division of the army, was brevetted twice for gallant and meritorious conduct, the last brevet being a major general. He was elected a member of the State constitutional convention of Mississippi in 1867, was elected to the State Senate of Mississippi in 1868, and was elected to the Forty-first and Forty-second Congresses, and was re-elected to the Forty-third as a Republican, receiving 15,044 votes, against 6,440 votes for W. S. Balding, Democrat.—*Washington Correspondent Chicago Inter-Ocean.*

"Tote."

The Mobile (Alabama) *Register* resents an imputation cast upon a legitimate Southern word, saying:

The other day a Georgia paper said that Mr. A. H. Stephens could not have made a certain remark, because he understood the English language too well to make use of such a slang word as "tote." We cling to "tote" as the Anglo Saxon nations cling to Magna Charta. It reminds us of our descent from a liberty-loving people, and preserves the memory of justice. The writ by which a peasant aggrieved in a Baron's Court was enabled to carry (*toller*) his case up to the county court was known as the writ of *toll*, pronounced commonly *tote*. This privilege which the humble farmer had of toting his case up from his own landlord to a less prejudiced court was dear to every Englishman. The people of the South will not surrender that word. It is as dear to our yeomen as the common law itself.

$10
Can win
A splendid fortune
From the Louisiana State Lottery Company's
Last grand drawing
On June 12.
$20,000
The capital prize.
440 chances at $75,000.
Tickets only $10. Don't miss the chance.

BY TELEGRAPH.

WASHINGTON.

Members of the Cabinet.

WASHINGTON, June 10.—Secretary Fish has gone to New York for a week. Bristow and Pierrepont are the only members of the Cabinet here.

A Consultation.

The Secretary of the Treasury and the commissioner of customs had a consultation to-day regarding the customs business in frontier ports. The Secretary is not satisfied with the management of affairs at lake ports, and Commissioner Johnson will probably retire July 1.

NEW YORK.

The Steamer Vicksburg, of the Dominion Line, Wrecked in the Ice—Rescue of a Boat's Crew.

NEW YORK, June 10.—Captain Cooper, of the steamer State of Georgia, which arrived here this morning, makes the following statement:

"June 5, latitude 46° 44 north, longitude 47° 58 west, had light breezes from the northwest and hazy weather. There were numerous icebergs and large quantities of floe ice in sight. At 11:30 A. M., discovered a ship's boat with sails set; I made immediately for her, and she proved boat No. 1 of the steamer Vicksburg, of Liverpool, belonging to the Dominion line, and commanded by Captain Bennett. There were five men in her in a very exhausted state. Their feet and legs were very much swollen, so much so that their boots had to be cut from their feet. I at once took them with their boat on board, and put the men into the hospital under the surgeon's charge. They are still suffering from their great exposure to wet and cold, but are recovering as fast as can be expected. Their names are James Crowly, of London, boatswain's mate, aged twenty-five; Thomas O'Brien, of Liverpool, seaman, aged twenty five; Patrick Grogan, John Williams and Jonas Wilkinson. Crowly makes the following statement:

"'We left Quebec May 27, with a ship's crew of sixty men all told, eight saloon passengers—five gentlemen and three ladies—about twenty steerage, of whom four were females. The weather was fine until nine o'clock Sunday evening, May 30, when we fell in with a field of ice and were soon surrounded by it. The ship was stopped until daylight, when we proceeded, with but little ice in sight. At half-past nine o'clock Monday evening all hands were called to shorten sail. The ship was stopped among the heavy ice and headed to south, when we proceeded at full speed to get clear of the ice. At twelve o'clock, at half speed, we struck the ice. The engines were immediately reversed, and the ship struck heavily aft on the port quarter, carrying away the fans of the propeller, and a hole was knocked through the plates of that quarter, through which came a great deal of water. We got the sail over and stopped the hole up so that but little water came in. All hands were employed in heaving the cargo overboard. The second officer and myself were taken from the cargo to clear away the bows. This was about 6 A. M., Tuesday, June 1. The captain ordered the forward wells to be sounded, and six inches of water was found. The after steerage then being full of water, the main-hold wells were then sounded, and five and a half feet of water found. The captain called me on the bridge, and told me not to mind the boats, and then called everybody aft, and told them to have no fears, as he could take the ship to St. Johns, Newfoundland. It was then discovered that the fires in the engine room were drowned out. The captain then gave orders to launch the boats, with crews, and told them to mind that the distance from St. Johns was 120 miles northwest. I proceeded to launch No 1, which was my boat, and it was capsized in lowering, losing the chronometer, watch, charts, rudder and part of the provisions. She was full of water. O'Brien and I bailed her partly out, when Grogan, Wilkinson and Williams jumped in. We could not hang on the ship, owing to the sea, and the ice about. O'Brien saw the captain on the bridge beckoning the boat back, we having drifted about 150 yards from the ship. We saw the second officer's boat lowered, all clear, with nine hands and himself in her. She came round the boat and pulled to windward about sixty yards.

"The ship sunk about ten o'clock, floating boat No. 2 from her chocks, with the chief officer and about thirty people in her. She got clear and pulled to windward. O'Brien, after the ship went down, saw the captain and some persons floating on a bale of hay among the wreckage. We tried all we could to pick them up, but owing to the boat being half full of water and ice we were not able to do so. We shipped our mast, kept company with the other boats about two hours and then lost sight of them to the westward. We decided then to steer clear of the ice, hove the boat to with an oar and a bucket as a drag till daylight on Wednesday morning. We had in the boat about three gallons of water, forty pounds of raw beef, forty pounds of bread wet with salt water, and a compass which did not follow. When the boat capsized again we put sail on her and steered south. The wind was blowing from the northward and westward all throughout the scene and it was bitterly cold. About 4 P. M. we hauled the boat's head to northeast till Thursday morning, then tacked to westward till about 3 P. M., and again laid to with the drag until 9 P. M., when we took in the drag and made sail, standing to northeast until Friday morning. At daylight tacked to southwest until noon; then tacked again to northeast till Saturday morning, when about half-past ten we sighted the State of Georgia, and we got out the oars and pulled dead to windward till she picked us up. I think that forty odd people, with the captain, went down with the ship. We had blankets in our boat for the three ladies and stewardess, which were lost when the boat capsized. We saw no ladies in the chief's or second officer's boat.'"

The Pope's Reply to the Students.

The Pope, in reply to an address presented to him on the first instant from students of colleges in America, thanking him for the elevation of Archbishop McCloskey to the cardinalate, alluded to the excellent reception given to the appointment in America, and added: "It seems that the harvest in America is ripe, and laborers alone are wanting. You are preparing yourselves for that work. Preach especially by example, in order to convert that great nation."

Suicide of a Financial Editor.

Arthur Dyer, lately editor of the *Financier*, committed suicide.

Suspended.

Turner Brothers, bankers, who suspended in 1873 but resumed business, have again suspended.

Claflin & Co. will Explain.

Claflin & Co. will publish a card to-morrow asking a suspension of judgment, claiming there has been no dishonor on their part, and say they will make an uncompromising defense against any accusations there have been or may be brought against them.

The aggregate value of the smuggled goods alleged to have been received by the firm is upward of $1,000,000.

Specie Shipments.

Specie shipments to-day $1,125,000.

Indictments for Silk Smuggling.

The grand jury of the United States Circuit Court to-day found indictments against Horace B. Claflin, of the well known dry goods house of H. B. Claflin & Co., and William Talcott, silk buyer of the firm, for complicity in the recent silk smuggling frauds. There are three indictments against Talcott, charging him with receiving and concealing smuggled goods. Three indictments were found against H. B. Claflin & Co., the first of which contains four counts, charging them with concealing six cases of smuggled silk goods, valued at $30,000, on the twenty first of April, 1873. The second indictment contains sixteen counts, and charges them with, at various times during the years 1872 and 1873, receiving and concealing quantities of valuable silks. The third indictment contains twenty-eight counts, charging them with having received and sold large quantities of silks, well knowing them to have been imported into the United States contrary to law. The names of the members of the firm who are also indicted are as follows: H. B. Claflin, John Claflin, Edward E. Eames, Horace J. Fairchild, William S. Dunn, Daniel Robinson and William H. Talcott.

POLITICAL.

Maryland Democratic Convention.

BALTIMORE, June 10.—The Democratic State Convention, to nominate candidates for Governor, Controller and Treasurer, has been called to meet in Baltimore city on Wednesday, July 21.

Inauguration of Governor Cheney.

CONCORD, N. H., June 10.—The inaugural ceremony of Governor Cheney took place to-day.

Governor Cheney's message, submitted to the Legislature, at noon, fixes the State debt at $3,741,339, having been reduced $85,259 during the year. The revenue of the State has been $505,654, and the current expenses $420,394 64. He alludes to the necessity of a constitutional convention during the current year, and favors abolishing the religious test. He favors the maintenance of the present liquor law. He says the educational policy of the State has not been as broad and liberal as it should have been, and urges the founding of more advanced educational institutions than at present exist. He invites the attention of the Legislature to the earnest inquiry whether by legislation the purity of elections can be more effectually protected, and condemns the system of over representation. It may be well to inquire, he says, whether the statute requiring the full Christian name of candidates for office to be written or printed upon all ballots is not liable to be so construed as to defeat rather than accomplish the purpose of its framers. The message closes with a hearty commendation of the approaching national centennial.

THE TURF.

Jerome Park Races.

JEROME PARK, June 10.—This was the third day of the Jerome Park races. The first race was the Juvenile stakes for two year olds, $100 each, half forfeit, with $500 added, the second horse to receive $200; dash half mile. Among the last pools sold before the start were the following: Lorillard, $400 and $450; Belmont, $260 and $250; Puryear, $110 and $110; Garland, $55 and $50; Harvey, $45 and $50; Cameron, $50 and $15; Grinstead, $35 and $40; Chamberlin, $25 and $25; McGrath, $25 and $35. Total, $1055 and $1130.

Twelve horses started, the winner being P. Lorillard's Leamington Felicity filly, who came in eight lengths ahead of Belmont's Freebooter, who was second, and Garland's Warlock third. Time—50 seconds.

The other starters were Belmont's Clean Ace, Cameron's Faverdale, Harvey's Little Belle, Chamberlin's Lorna Doon, Puryear's Waco, McGrath's Brogan, McDaniel's Brown Dick-Nubia filly and Donahoe's Mollie Carew.

The second was a mile heat race, best two in three, for a purse of $700. The starters were Springbok, Spendthrift, Bigfellow and Bell Bruce. Springbok sold in the pools at the rate of six to one over the field. He won the first heat by a length, Spendthrift second, Bell Bruce third, and Bigfellow fourth. Time—1:44½.

The second heat and race was won by Springbok. Spendthrift second, Bigfellow third and Bell Bruce last. Time—1:46¼.

The third race was a dash of a mile and a half, for a purse of $500, for which only two horses started—McDaniel's Madge and Donahoe's Scratch. One of the pools sold before the start was: Madge, $150; Scratch, $45. Scratch won by a length. Time—2:47.

The fourth race, for three year olds, one mile and an eighth, was won by Matador; Consignee, second; Lord Scotland, third; Phœbe, Mayflower, Tattoo, Springlet and Maples not placed. Time—2:02.

The steeple chase match, for $5000, was won by Bullet, by a length; Trouble, second. Time—4:18½. Trouble was the favorite, two to one.

FOREIGN.

Exchange of Prisoners.

LONDON, June 10.—A dispatch to the *Standard* says arrangements were made between the Carlists and Alfonsists to exchange 1000 prisoners at Viana.

Ordered to Greece.

The *Daily News* reports that several Russian men-of-war at Odessa were ordered to Greece; three others are expected at Greek ports from the Baltic.

Ascot Races.

There was a brilliant attendance at the Ascot heats to-day to witness the races, including the Prince and Princess Louise of Hesse, the Prince and Princess Christian, the Duke and Duchess of Edinburg and the Sultan of Zanzibar and suite. There were five starters for the gold cup, which Doncaster won. Aventuriere won the second prize and Nowgat the third.

The race for the St. James Palace stakes resulted in a dead heat between Bay of Naples and Craig Miller; Garterly Bell was third.

House of Lords.

In the House of Lords to-night the Earl of Carnarvon, Secretary of State for the Colonial Department, announced that the government had received dispatches confirming the reports of frightful mortality among the natives of the Fejee Islands from epidemic measles.

He also said the authorities of the islands had been telegraphed to spare neither expense nor exertions to stop the progress of the disease. They have also been instructed to take precautions for preservation of the peace, disturbances being apprehended in consequence of the belief of the natives that the pestilence has been purposely imported into the islands.

Bank of England.

Bullion in the Bank of England increased nearly £500,000.

The Carlist Victory.

PARIS, June 10.—The French Ultramontane journal publishes a telegram from Carlist sources, saying General Gamundi has captured Carinera and taken 800 prisoners.

Storm at Paris.

A violent storm passed over the city yesterday, and thousands of chimneys were thrown over. Many accidents occurred, and traffic is wholly suspended on the streets. The storm extended to the south of France, and from the Pyrenees comes a report that a house was prostrated and eleven persons were killed. The damage in Paris alone is estimated at 11,000,000 francs.

MISCELLANEOUS.

Opposition to the Missionaries.

SAN FRANCISCO, June 10.—The steamship City of Tokio, from Hong Kong, brings the following:

An attack was made May 1 upon the American Methodist Episcopal Church in Kinkiang, in consequence of a superstitious belief among the natives that the children were maltreated by the missionaries.

Editorial Guests.

ELMIRA, N. Y., June 10.—The State Press Association received forty members of the Alabama Press Association, who were welcomed to the city by Mayor Smith. After visiting the public institutions, a collation was served at Eldridge Park.

Trial of the Express Robbers.

MEMPHIS, June 10.—The examination of witnesses in the case of the express robbers commenced to-day. Messenger Brady identified the whole party as the persons who beat and robbed him.

Run Over and Killed.

Mrs. Robinson, a milliner, from New York, was run over and killed by a train on the Charleston road, near Germantown. Her husband died here a few weeks since, and it is believed she threw herself under the train.

Explosion of a Steamtug.

BUFFALO, June 10.—The tug Hebard exploded her boiler, killing Captain Hans, engineer Bay and an unknown boy. The fireman was fatally hurt. The boat was blown to atoms. The body of the captain was blown over a four story building, 150 feet across the street.

Death of Duff Green.

ATLANTA, Ga., June 10.—General Duff Green died to-day at his home in Dalton, Georgia.

Fire at Elizabethtown, Kentucky.

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