

New Orleans Republican

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

AUCTION SALES TO-MORROW

BY PLACIDE J. SPEAR, at 10 o'clock, at head of New Basin, the sloop Star of the Sea.

BY SHERIFF WAGGAMAN, at 11 o'clock, at the Merchants and Auctioneers' Exchange, twelve lots with buildings in square bounded by Bayou de St. Patrick streets, Henry Clay avenue and Bloomingdale; two lots with buildings corner of Common and Liberty streets; two lots with buildings Decatur and Clinton, between Customhouse and Bienville streets; improved and vacant real estate for taxes.

Local Intelligence

FILIAL OBEDIENCE.—"Artaxerxes Granger," said a good old lady who was making her kitchen lively with the bustle of housewife work, "you will be good enough to inform me what became of the green apples I left in the pantry over night." Mrs. Ceres had a serious way of speaking to her boy. She gave him a noble name, and knew what she was about when Artax was named. She did not scold the incontinent man, as some would do, but gave him good advice and good beatings as occasion required.

"I dun no, mother." Artax was inclined to tease and criticize his parent at the beginning of the dialogue. He saw her reach for a stick which was kept over the book case, and suddenly remembered an anecdote of a great man. The story came to him with such force that he sank upon his knees and exclaimed, "I can not prevaricate. Late the apples with my little jack knife."

"Right, my noble boy. I would rather have you eat two dozen green apples than to go in swimming against my will."

Here Artaxerxes felt the satisfying results of true inwardness. Contention and contrition seized him simultaneously; he alternately straightened out like a yardstick and doubled up like a pocket knife.

The old lady's heart softened, and she said: "Sit here by me, Artaxerxes, while I converse with you on the evils of unrestrained appetites, and read a chapter from the pamaeas for all ill."

The invitation was a strong one, but courteously declined. "It is my wish to obey you in all things, good mother, but I like not this reading. It is too slow. Professor Castro has composed a pamaeas waltz; that shall be mine. Until we meet again, adieu."

And the young man skipped out into the great world, leaving unanswered in his mother's mind whether or not such a boy is worth raising.

BRICK MENTION.—A ticket informs us that the Union Sons Relief Association will tomorrow make an excursion to Bay St. Louis by rail. Mr. F. K. Hyde is the society's secretary, and Mr. Henry Clay president.

A lonely looking man, wearing a mourning hood on his dilapidated hat, was yesterday seen trying to clean a street gas lamp. His efforts resulted in an abortion. No street.

Two men who were arrested for passing base Mexican coin were yesterday before Judge Evans, and furnished appearance bonds in \$3000. The business is a money broker, and it is said he has the full amount in gold to hold.

Mr. J. Lyons wishes somebody to call out. Here's your mule, which is sixteen hands high, saddle, dark bay mare. The owner can be found at the corner of Magnolia and Erato streets, and will pay a reward for his property.

July 16, 1850, Millard Fillmore inaugurated President of the United States. July 18, 1870, Papal infallibility declared in the Ecumenical Council at Rome. July 19, 1870, French declaration of war delivered at Berlin.

July 20, 1861, battle of Bull Run. It is probable that the murderer of M. T. Bowden may yet be captured. Captain Malone is close on his trail.

The truck of American Hook and Ladder Company is in a destructive groove. Friday evening, as it was rolling to a fire, it tumbled into a cistern at the corner of Han-part and Common streets. The truck is no better for the collision, and the cistern can be found almost anywhere one may look in that section of the city.

Somebody stole a small printing press from H. Carzenotte, and sold it to a junk dealer on Carondelet walk. Detective Pecora recovered the property.

The man who was found dead in the Kenner jail died from heart disease. He has not been identified.

A rabid dog, last evening, bit Mr. C. W. James when he was at the corner of Poydras and Washington streets. A policeman killed the dog.

the purpose of concealing important testimony and compounding a felony. On this belief the court ordered accused to show cause why he should not forever hereafter be excluded from practicing at that bar, as his conduct had been unprofessional. Perhaps a little further investigation of this kind would prove of use.

DEAD DOG.—On the tenth instant the police began sowing poisoned sausages, and up to yesterday evening 21 dogs need obituaries. May they rest in peace, a peace they never purchased to mortals.

TWO BOYS DROWNED.—A thirteen year old son of Althana O'Connell was last evening accidentally drowned in the river, near the Third District ferry landing.

Alcide Angars, twelve years old, was yesterday drowned in the river, head of Esplanade street, while bathing. His parents reside at No. 109 Frenchman street.

DEATH OF JOHN GRIFFIN.—When the steambot R. T. Bryarly was about twenty-five miles below Shreveport, on her last trip, an iron strap on her derrier broke, loosening a stick, which struck Mr. John Griffin, knocking him into the river. As the blow stunned him he was unable to help himself and before assistance could reach him he was drowned.

HOSE FOR BLOXI.—The members of Louisiana Hose Fire Company have not had a justification since their new steamer was christened at Mr. C. T. Howard's residence, but next Friday they propose to start for Bloxi, intending to see sights and hear sounds, and if they are disappointed then somebody's orphans must weep.

WHAT A BLESSING.—What a real blessing it would be if the new street railroad to the lake, through the public park, were finished just now. Thousands of people would choose that line, and the regatta might be given at the mouth of Bayou St. John.

FIRE ON PETERS STREET.—At half-past two o'clock yesterday morning a heavy body of smoke was seen rising from the rear of No. 88 Peters street, a store occupied by Mr. Patrick Kenan as a food store, and by Mr. W. H. Brook as a depot for tar-paulins. The building and stock were damaged to the extent of \$5000. Partial insurance. About seven o'clock another alarm was rung, as there was danger of the flames breaking out again.

IN CARROLLTON.—It is dangerous to be safe in Carrollton, just now. If a down town resident happens to have business in the Seventh District, Mr. Collins, of the State Register, is almost certain to make a note of the fact and inhumanly call him a gentleman.

ANOTHER COAL OIL ACCIDENT.—Yesterday Miss Sarah Kane, residing with Mrs. Ober, No. 123 Prytania street, attempted to burn a fire in a furnace in which were live coals. The blazing oil of course flashed like powder, flying over the young lady, burning her severely. Mrs. Ober and Mr. Kuhn, in their efforts to save Miss Kane, burned their hands seriously. Messrs. Henry Schwartz and E. Montgomery, by timely assistance, prevented a great conflagration, which fact the neighbors freely acknowledge.

IT seems as if people will never learn how to handle coal oil. Every person touching it should be as careful as if handling gun powder.

FOR THE REGATTA.—The schooner Katie, Captain John Hills, makes an excursion to the scene of the regatta to-morrow. She will leave the Magnolia bridge, upper side of the New Canal, at 2 P. M. Those who fail to take her at Magnolia bridge may catch her at the Half Way House by taking the Canal street cars. This offers the best and safest opportunity of witnessing the races, as the schooner will take position mid-way between the racing points. She is fitted up in a manner to insure the comfort of excursionists. The fare for the round trip is \$1. Tickets may be had at Eyrich's, Haley's, and at the office of Lord & McPeak.

STEAMBOAT SUNK.—The old steambot S. Norwell, which has been laid up across the river several months, was yesterday towed down to Algiers by a tug. As she reached Algiers she began to settle and finally sank. Policemen at the harbor station noticed the occurrence, and went to the rescue, but their services counted for nothing, as they could do nothing. There was only one man on board, a watchman, and he escaped.

MAN FOUND WOUNDED.—Last evening a man was found near the Mobile railroad track, about three miles from this city. He was badly wounded, but could not tell how it occurred. He was brought in a hand car and sent to the Charity Hospital.

DRIFTING WITH THE CURRENT.—A hundred merchants, who say that at one o'clock to-morrow they will close their stores, so as to allow their employees to view the great boat race.

At Hill's, amethyst rings at cost.

Lake Bismarck. As soon as Governor Kellogg's attention was called to the protest of the merchants of Minden against the filling up of Mack's bayou and other streams feeding Lake Bismarck, he promptly ordered such work discontinued, if in progress, and the circumstances are fully investigated. The secretary of the Board of State Engineers disclaims any knowledge of such work being done under its orders, and the officers of the Levee Company have made a like disclaimer.

The sheriff of the parish of Orleans will sell to-morrow, at twelve o'clock M., at the Merchants and Auctioneers' Exchange, Royal street, the following described properties, to wit:

1. Twelve certain lots of ground, with the buildings and improvements thereon, in the Sixth District of this city, in the square bounded by Noyades and St. Patrick streets, Henry Clay avenue and Bloomingdale.

A SURVEY OF THE WHARVES.

What Our Commerce Needs.

As the matter of the wharf lease seems to have been settled, and Messrs. Eger, Ellerman & Co. have notified the harbor masters to remove vessels, steamers and other craft that lie there it is necessary for them to place their pile drivers, it remains to be seen if the contractors will carry out to the letter the requirements of the lease, and of commerce, by giving us good and substantial wharves.

A careful survey of the condition of the ship and steamship landings in front of the city, and what needs to be done now while the river is low, resulted in the following report:

Post 13, used as a steamship wharf for the Florida and Mexican line of steamers, has so little water at its front that it is rendered useless. Beside that, the planks, stringers and piles have become so rotten that it has for two months been considered unsafe for the receipt or delivery of cargoes; so that both steamship lines have abandoned it, and are at present using the Mobile and Texas railroad wharf. This wharf needs to be rebuilt altogether, and extended into the river about forty feet, which will give a depth of twenty feet at low water.

Post 11 is what is known as the Red river steambot landing, and is in tolerable good order. Although shoal when the water is low, that matters little, as there is seldom any use made of it until the Red river is navigable.

Post 15 was extended into the river over two years ago about twenty feet. Nothing, however, was done to the inner portion of the wharf, except on the upper side, where the Jackson railroad has a track for receiving their coal and other supplies, and for shipping their old iron and other materials to the North. Here they drove a few piles and laid a few short planks. Aside from that the wharf is a wreck, and should be rebuilt at once, as it is in one of the most important localities in the city. There are sixteen feet of water at the wharf when the river is at the lowest.

Posts 16, 17 and 18 were also built out from thirty to forty feet during the latter part of Administrator Lewis' term, and at the time had a depth of twenty feet at their end. They were thoroughly repaired, when needed, with second hand material. But they are now in bad condition, especially near the levee. The stringers are partially rotted off, as also the ends of many of the piles. They need a thorough overhauling from the portion that was extended to the levee bank, as they are unfit to bear any heavy cargo. And it is here, when the question of high priced labor does not interfere, that about all of our goods from the North are landed.

Posts 19 and 20 have had very little repairs since their time they were built, and with a little judicious labor could be made to last through another season. There is from sixteen to eighteen feet of water at these two wharves at the lowest stage of the river.

Posts 21 and 22 are both in bad condition, and at their end have only six feet of water. Both these wharves are in close proximity to the cotton presses. In fact, all the wharves mentioned up to this point are the most convenient to the largest number of presses in the city, and it is in great repair will save many a dollar in drayage, damage and stealage.

Posts 23 and 24 are used for the gas works and nuisance wharf, and are kept in as good repair as required by those corporations.

Post 25 has long ceased to exist; and as a decay moved it out, coal flats now in the water was once post 25 is now the battery coal landing of Messrs. Coyle, Wilnot and Wood.

Post 26 is in a dilapidated condition, and has only eight feet of water at its end. This wharf will have to be entirely rebuilt, and extended about thirty feet further into the river.

Posts 27, 28 and 29 can all be repaired in a short time, but each one needs to be extended about thirty feet. During Administrator Lewis' term he put thousands of tons of ballast in front of these wharves, making them second to none in the city, while at one time they were the worst. There is about ten feet of water at the end of these wharves at the present time.

Posts 30, 31, 32 and 33 are opposite, and just above the Waterworks, and right in the vicinity of the stave yards of Messrs. Bobet Brothers and Schexzneider, and are in almost constant use the year round, either in receiving or delivering staves. These wharves wear out, while the most of the others rot; therefore when rebuilt—which they need badly—they should be built strong and of the best material. They need extending about twenty feet, as there is but ten feet of water at them now.

Post 34, just below the Bull's Head, is the last wharf in approaching the upper portion of the city that is inclined to fill in and grow shoaler each year. From this to the Elevator, with one exception, there is water enough at each wharf to float a line-of-battle ship. This wharf, in the busy season, is capable of accommodating three of our heaviest ships abreast, and it is important that it should be rebuilt at once, as the stringers and many of the planks are a complete shell through decay. Its extension is necessary, as there is but twelve feet of water at its end.

Posts 35, 36 and 37 need strengthening and some other slight repairs. There is plenty of water at all stages of the river, at the end of these wharves, for the largest ships. A true current, and less drift, besides convenience to the horse cars, make it a favorite landing for our regular traders.

Post 38, the last wharf in the First District, is near 37 and 39, that it has never been used for shipping; consequently, last winter it was stripped of its plank to repair other wharves, and remains blank to-day a wreck of its former self. If the piles were removed it would make a good barge landing for freight that is destined to be re-shipped up river by vessels landing in that vicinity.

The first wharf for seagoing craft in the Second District is what is called the Cromwell line steamship landing, at the head of St. Louis street. Mr. Alfred Moulton, the agent of the line, rebuilt this landing nearly a year ago at his own expense and under his own supervision, to be reimbursed by the city in the levee dues of his own ships as fast as collected. The city can boast of no more substantial wharf, and with proper care it will last ten years.

Next below the Cromwell comes the Merchants' line wharf, which is also in excellent repair. This line has been discontinued for four months, and may be permanently so. Should such be the case the wharf could be used to excellent advantage by vessels having cargoes of wine, which nearly all are consigned to wholesale houses in this district.

Below the Merchants' line, and opposite Jackson square, is the larger portion of what was called the old Star line wharf, now used by Captain E. A. Yorke for his Havana and Philadelphia steamers. This wharf is also in fine condition, and a most convenient one for receiving and delivering freight, as it has a large shed opposite.

Posts 11 and 12, the first 300 feet below the Second District ferry, have been used until recently by the Mallory line of New York steamers. A few new piles driven at their ends, and some new plank in the place of broken ones, would make this a desirable steamship or sailing ship landing for one or two seasons.

Posts 13, 14 and 15, the old, time-honored Picayune tier, is used incessantly, winter and summer, and needs to be substantially rebuilt. The inner portion of this wharf has settled so low that when the river is high one needs a boat to get upon the end of it. This landing should receive immediate and faithful attention.

Posts 16 and 17.—The outer end of these wharves have succeeded and gone into the river, the piles away to and fro with the current, being held only by a slight portion of them being imbedded in the mud. These two wharves will have to be entirely rebuilt. It is several months now since a vessel has been able to land at them.

Post 18 is almost entirely new. It has a fine street approach, plenty of levee room and needs no repairs whatever.

Post 19 is leased to the lighthouse department, and is kept in repair by the lessee.

Post 20 has long since ceased to exist, and the place where one of the most valued ship wharves stood is in possession of Messrs. Kendig & Co., and used as a coal landing. The city has once or twice tried to build a wharf for the benefit of the Bordeaux trade, but each time Mr. Kendig has successfully enjoined them, consequently 300 feet of the most valuable wharf space in the city yields up the small revenue of from \$300 to \$300 per year.

Post 21 has entirely collapsed since the river fell, excepting about thirty feet of the inner portion. A new wharf will be the only way out of this difficulty. This is just above the Third District ferry, and all the wharves in this district there is plenty of water for the largest ships.

Post 22, the first wharf in the Third District, is in tolerable good repair and, with a little strengthening on the lower side, will last a year or two. The wash of the ferries at this wharf undermines the piling and soon weakens the whole structure.

Post 23 was rebuilt last winter, and is in splendid condition, which is very necessary, as the largest ships have lie there abreast, and sometimes four at every wharf in this district.

Post 24 will need to be entirely rebuilt, as the down river side has caved in, and thereby destroyed the usefulness of the balance.

Post 25 was rebuilt last season, and is in good condition. The mooring posts are of the best, and the wharf is capable of accommodating its full complement of ships.

Post 27 was also rebuilt last year, but when the river fell the outer end fell also, leaving only about thirty feet of the inner portion substantial. Here, as well as at the three wharves below, it is almost impossible to find piles long enough to stand, as the current sets in so continually that it washes away the foundation, and away goes the wharf.

Post 28 is a complete wreck. The outer portion has slid out, and all that holds it from going down river is the stringers. A new wharf will be needed to replace this shell.

Post 29 needs a few piles driven upon the lower side, which will stiffen it up for a year or so.

Post 30 has settled in places, and will have to be ripped up and leveled. This, with a few piles driven at the outer end where they have settled away from the stringers, will make it very substantial.

Posts 31 to 35 are a steamship landing built last April by Eger, Ellerman & Co., for three different steamship lines, at a cost of \$15,000, the steamship lines advancing the money, and being paid back as the levee dues were collected. This wharf is 1000 feet long, and built in the most substantial manner. In fact, if this is a fair specimen of the style of wharves Messrs. Eger, Ellerman & Co. intend building for our ships, there will never be cause for complaint. The mooring posts in this district need to be more substantial than in the others, and as many as practicable should be driven in the levee between the wharves, as more drift in a high river lodges under the bows of the ships here than in other part of the city, and the strain upon their moorings is at times immense.

Post 33, at the head of Felicite road, is a wharf particularly desirable to the tobacco trade, as it is just opposite the warehouse. It was originally built unusually strong, and is to-day capable of bearing up its entire space with headloads of tobacco. With a few new planks and mooring posts it will render good service the coming season.

Post 40, the lower end of the Fourth District steamship wharf, which in all is nearly 2000 feet in length, is in a very bad condition, and was made much worse by the cargo of the ship Hagarston breaking it down while discharging damaged cotton. Three hundred feet of this wharf needs to be entirely new, and the German steamship line that formerly occupied it deserves a good wharf, as it is the first to venture here in the fall, and the only line that publishes its programme at the commencement and carries it out to the end of the season whether their steamers lose or pay.

Posts 41, 42 and 43 are that portion of the steamship landing lying between St. Andrew and Josephine streets, used usually for transacting business with vessels when not needed by steamers. Piling here and there, with some new end piles and string pieces will make this a good and desirable landing for the coming season.

Post 44, at the head of Josephine street, has been partially unfit for use for several years, owing to its continual caving in at low water. It is doubtful if a new wharf can be made to stand here until there is a large quantity of stone ballast used to make a foundation. The end, however, with repairing, would make a good landing for a sailing ship, when there is no necessity of working but one hatch.

Posts 45 and 46, at the head of Jackson street, just below the ferry, are completely used up and will require to be almost entirely rebuilt. The West India and Mexican line of steamers have chosen this wharf as their headquarters—and a most convenient landing it makes. Their ships are over 300 feet long, and when in port reach from Josephine street to the ferry. The upper part of the wharf should be built very strong to counteract the continual wash of the ferries.

Posts 47 and 48, the landing of the Mississippi and Dominion line of Liverpool steamers, is about 400 feet long. The upper portion of this wharf for about 100 feet, has been rebuilt recently by Administrator Burke; the remaining 300 feet want some overhauling, especially the lower corner near the ferry, which has settled from two to four feet. Some piles need to be driven on the outer edge, while the mooring posts require to be all new. This company owns large warehouses opposite its wharf and has improved the property in the vicinity very much since purchasing it.

Post 49 increases in value as the private market men get vanquished, and vice versa, as it lies opposite the old Sorapura Market. With about twenty feet of new work upon the river end, and a few new plank to replace the broken and missing one, this wharf would be better than the average.

Post 50, opposite Jackson & Kilpatrick's salt warehouse, is in splendid condition for a wharf that has seen so much service. The lower portion, a sloping wharf or apron, was built last summer for the accommodation of steamboats that take salt from the warehouse for points up the river. The upper portion, for ships with salt, is seemingly as good as new, although built five years ago. This is owing to its being used almost exclusively for salt. More or less from each cargo is scattered over the wood-work (accidentally, of course), which keeps it from rotting. And here it might be well to say that very few of our wharves wear out—they almost always rot and decay.

Post 51, with a little patching here and there with covering plank, would please the most fastidious shipmaster.

Post 52 has settled a little in the center and wants to be leveled. A few new planks to replace the broken ones, and we have here a good substantial wharf.

Post 53, opposite the Transit Salt Warehouse, is in excellent order and proves the efficacy of salt.

Post 54, opposite Jackson & Manson's salt warehouse, is also in a good state of preservation as far as the wood work goes, but this wharf received a terrible strain in holding the ship Ailes up while she was being wrecked, consequently it needs some little repairs. The end is weak and wants some new piling driven. The river portion was started from the levee and needs strengthening. The mooring posts were also strained out of place and want straightening. This being done, here would be one of the best wharves in the city. Between posts 53 and 54, at the head of Washington avenue, is a long apron wharf, one of the most valuable landings for taking in lumber in small vessels from the Ocean saw mill, loading staves, and also for steamboats to get salt from the Transit and Madison warehouses, as it is just between them. This apron has been growing worse and worse until it is now almost stripped of its plank to furnish fire wood for the neighborhood. Many of the piles and stringers are good, but what are not should be replaced with new, and the wharf put in order early in the season, as the different trades spoken of can not use a high wharf.

Post 55, at the head of Seventh street, with a few days work done by a practical man, could be put in first class order; while if the old builder that has lain near its approach, and much in the way for several years, could be removed, it would doubtless be credited by the inhabitants to either the owner or the authorities.

Post 56, the next below the elevator, is the last wharf in the Fourth District, and like 55, needs but slight repairs. This is the most convenient wharf for taking heavy timber out of the water on shipboard, and there is little desire to cause as far up town when loading cotton.

At each of the wharves mentioned in all the districts, more or less mooring piles need to be driven, to take the place of the many that have rotted away, and all mooring posts in the First and Fourth Districts should be driven on the wharf proper, not on the levee, as heretofore, so that injures the drive which extends from Canal street to the elevator—close along the wharves—barring the fence that the New York representative of the Mobile and Texas railroad recently placed across the levee to the water front, in defiance of the city authorities.

The lessees of the wharves have already commenced work; and if the necessary work herein suggested be carried out before the ships begin to arrive in the fall they will find that there will be no cause, nor will there be any complaint made about excessive wharf charges at the present rate. The oldest ship masters and traders in this port have ever acknowledged ours to be the cheapest wharves in the United States; and for good wharves they are always able and willing to pay without a murmur.

Messrs. Eger & Ellerman claim an important advantage over the parties from whom they lease the wharves, in this wise: They have the capital, material and disposition, at any time of the year, to repair a wharf that shall have broken in from heavy weight, or otherwise, at once, thus at all times being ready to administer to the wants of commerce, the source from which they obtain their revenue.

The Census of Livingston Parish. Hon. George D. Wells, of Livingston parish, having addressed a communication to Colonel William Wright, State registrar of voters, complaining of the manner in which the census has been taken in Livingston, and it appearing that just cause for dissatisfaction existed, the Governor promptly ordered that the census be taken anew in said parish. Mr. Wells claims for Livingston parish a population of near 7000. New men will be selected to take the census, and it is to be hoped it will be done correctly, and that every person living in Livingston will render all possible assistance to the census takers in the way of making correct returns.

The Temperature. The thermometer at Louis Frigero's, No. 50 Chartres street, on July 17, stood as follows: At 8 A. M., 87; at 2 P. M., 83; at 6 P. M., 84. Lowest point during the night of July 16, 76. Rain during the morning of July 17, 7.10 of an inch.

Pass-a-l'Outre. PASS-A-L'OUTRE, July 17, 1875. To Captain C. W. Howell, Corps of Engineers, United States Army. Depth of channel at extreme low tide, sixteen feet. Least width for that depth, 100 feet. High tide at 7 A. M. to-day. Height above extreme low tide, two and one-half feet. Depth of channel at high tide, eighteen and one-half feet. Bottom soft. Bar clear.

C. H. ELWELL, Master of McAlister. The following is the passenger list of the steamship Cortes, Captain Freeman, for New York: E. Howard, A. B. Stanton, F. Links, Rev. L. H. Pease, B. W. Taylor, John Henry, wife and servant, D. H. Brownson, J. P. Canfield, Mrs. M. F. Bailey, and nine in the steerage.

The Memory of Jefferson Davis. Ex-Postmaster General Creswell has taken the trouble to prove that Jefferson Davis has a bad memory for events and speeches which does not do him credit. In 1865 Mr. Creswell delivered an oration on Hon. H. Winter Davis, in which he stated that in February, 1861, Jefferson Davis made a speech at Stevenson, Alabama, saying among other things: "Your border States will gladly come into the Southern Confederacy within sixty days, as we will be their only friends. England will recognize us, and a glorious future is before us. The grass will grow in the Northern cities, where the pavements have been worn off by the tread of commerce. We will carry war where it is easy to advance—where food for the torch await our armies in the densely populated cities; and though they [the enemy] may come and spoil our crops, we can raise them as before; while they can not rear the cities which took years of industry and millions of money to build."

These words are in Draper's "History of the American Civil War," they are in Greeley's "American Conflict," vouched for by a historian, who became a Democratic candidate for President, and they are in the "American Cyclopaedia," as spoken by Mr. Davis at Stevenson. More than this the editor of the Omaha Bee declares he was one of the committee who invited Davis to speak at Stevenson, and recollects the circumstances and words; he reported the speech and telegraphed it to Nashville, and thought he was doing a good thing. Colonel Truett, afterward in the Confederate service, who was then in the employ of the telegraph company, remembers the dispatch, telegraphed it through the Associated Press, and the New York papers of that time contained the speech; all histories, reports and papers, and persons who heard the speech agreeing that Mr. Davis said:

"We will carry the war where it is easy to advance—where food for the sword and torch await our armies in the densely populated cities."

In the face of all this Mr. Perry, of Maryland, writes to Davis to inquire about that humane speech, and Mr. Davis, in his letter of February 5, 1875, from Memphis, says:

I have no recollection of ever having made a speech at Stevenson, and have examined a file of newspapers of that day containing such matter, but could not find any reference to a speech made by me at Stevenson. At the time mentioned I was going from my home in Mississippi to Montgomery, Alabama, in consequence of notice received that I had been chosen by the Congress to be the President of the provisional government of the Confederate States. At many railroad stations on the route the people assembled to manifest their good will, and I often went out on the platform of the car to make due acknowledgments. Stevenson was one of those stations, and I may there, as at other places, have returned thanks to the people there or elsewhere, neither then or at any other time, could I have used the language attributed to me, or any language that would be fairly construed to have such a meaning.

This ought to settle the question, so far as history is concerned, for Mr. Davis has no recollection of making a speech at Stevenson. There are other things which happened about the time the Confederacy collapsed, which he does not recollect, and yet they were so novel as to naturally impress themselves upon a man's mind. Mr. Creswell frankly admits that he did not hear the speech at Stevenson, but he quotes various histories and other reliable authorities against the memory of Mr. Davis. After all, it makes no sort of difference what the old gentleman did say. The most important thing for the Confederate Democrats to do now is to keep him from talking at all. Put him on the charitable farm in Texas, and let him be as if he had never been, or ever dreamed of promising to burn densely populated cities.

The Employment Dilemma. The Shreveport Telegram publishes an article headed "Damned if I Don't Intend to Do My Own Thinking Hereafter." It is an excellent resolve, plainly expressed, and it is the language of a Caddo planter, one of those misguided planters who during the White League campaign of last fall, was induced to sign the protest so extensively circulated and signed in that parish, to the effect that he would not employ any man who voted the Republican ticket. He says:

I was induced to sign that non-employment circular, and made to believe it was our only salvation to beat the niggers. The thing worked all right while I didn't want any niggers, but it is playing thunder with me now, when I do want them. The black race, when I discharged them grin at me now when I ask them to work, and tell me they are already at work.

The prescription humbug comes back, it appears, and hits the only men who had any influence. The men who whittled pine in corner groceries, who never had the hiring of any help, and who never did a full day's work, feel no inconvenience from signing the Republican starvation document; but planters who need help now see their folly. When a wealthy business man allows a penniless potheuse politician to dictate to him what men he shall employ, and what not, then has capital gone crazy, and loafers are kings. The White League leaders of Caddo, who vowed to rule or ruin, are not quite satisfied with ruin, and a new department is looked for, and better things hoped for in the Red River parishes. We shall see when the Democratic order to "fall in" is given. So far as visible, the Democratic party in Louisiana now consists of one red-headed and solitary horseman. Of course other warriors are lying—lying in ambush, as it were—but they want organization. Let them organize at once, by all means, in the busy season, and the planters who then discharge Republican help which they need, will be doubly patriotic. In the busy season the color line can be more closely drawn, the scallawag punished, and the man who intends to do his own thinking can be run out of town, sacrificing greater interests for his impudent political independence.

Interference. The Louisiana State Register, published in this city, says: While the city administration is hunting up ways and means to reduce the municipal expenses, we suggest that a closing of all the whisky mills in the city might have a good effect. Last month the police made 1726 arrests, of these 300 were drunks. In other words, one-sixth of the arrests made were caused by whisky. By shutting off the supply of "red-legs" the police force could at once be reduced one-sixth. Here would be a saving, and economy is the mother of wealth.

The Register forgets that the drinking saloons in this city are for the exclusive use of our white citizens. Frequent demands have been made for closing the few negro barrel houses where degraded negroes drink, but closing fifteen-cent shops for more respectable drunkards is quite another thing. While we have free white souls we, as a Democratic city, can not allow that; we will go into bankruptcy first.

At Hill's, solid silver Waltham watch \$18.

American District Telegraph Company. This company, which was first organized in Brooklyn a little over three years ago, has so proved the great advantages of the system that almost every large city in the United States has adopted it. As set forth in their prospectus "the object of the American District Telegraph Company is to place at the immediate service of each of its subscribers a specially trained force of messengers, watchmen and policemen."