NEW ORLEANS REPUBLICAN.

SINGLE COPIES: FIVE CENTS. OFFICIAL JOURNAL OF THE STATE OF LOUISIANA. TERMS: $12 PER ANNUM.

VOLUME IX.—NO. 252. NEW ORLEANS, FRIDAY, JANUARY 27, 1876. WHOLE NUMBER 2713.

RAILROAD MASS MEETING

ST. PATRICK'S HALL WORTHILY FILLED

A Movement for the New Orleans Pacific

Speeches by General Cyrus Bussey, Major John H. New, Hon. J. B. Elam and General A. T. Hawthorne.

APPOPRIATE RESOLUTIONS ADOPTED

The friends of the New Orleans Pacific railroad had no reason to be disappointed at the gathering at St. Patrick's Hall last evening. The hall was more than three-quarters full, but not a meeting often-times the number ever contained more wealth and influence, and no speakers ever had more attentive, intelligent and appreciative audiences than those who advocated the advantages of the railroad.

The long list of vice presidents, carefully selected, contained scarcely a name that could not have been answered to. The Legislature sent its brightest and most patriotic members, and the country parishes were conspicuous by the presence of their representatives. The merchants of New Orleans were there in force, and the professions were proportionately represented.

Soon after seven o'clock, J. B. Lafitte, Esq., in front of the platform, called the meeting to order, and amid applause, asked the meeting if the nomination of William C. Black, Esq., was satisfactory.

Mr. Black took the platform, accompanied by Mr. H. G. Hester, who with Mr. Samuel Mullen, were afterward elected secretaries.

Mr. Lafitte then presented the following list, which, being read by Mr. Hester, were unanimously accepted as

VICE PRESIDENTS.

A. Carriere,	John T. Hardie,
John Chaffe,	Ed. Conery,
W. C. C. Claiborne,	Samuel Boyd,
J. B. Lafitte,	E. J. Forstall,
Isaac Stauffer,	F. M. Zeigler,
J. H. Oglesby,	Leon Godchaux,
John I. Adams,	Patrick Irwin,
Edward J. Gay,	P. Maspero,
Michael Frank,	John Coleman,
Arthur Miltenberger,	Edmond Burke,
D. Urquhart,	Duncan F. Kenner,
Henry Sheppard,	William E. Seymour,
Peter Coyle,	A. B. Griswold,
Nicholas Burke,	E. Marqueze,
L. J. Higby,	I. N. Marks,
Adolph Meyer,	C. Mehle,
C. A. Miltenberger,	A. H. May,
E. C. Palmer,	Edward Pilsbury,
J. U. Payne,	Dr. J. H. Pope,
August Bohn,	George Purves,
J. C. Morris,	William A. Bell,
W. E. McElroy,	A. A. Maginnis,
J. L. Lyons,	W. W. Howe,
John F. Kranz,	H. R. Gogreve,
J. E. King,	Lafayette Folger,
James Jackson,	G. W. Dunbar,
C. H. Hyams,	Alfred Isaacson,
E. S. Keep,	William G. Coyle,
Charles J. Leeds,	John W. Cannon,
J. A. Braselman,	Gen. G. T. Beauregard,
Col. A. W. Bosworth,	Thomas L Bayne,
Henry Abraham,	John G. Gaines,
Thomas A. Adams,	T. L. Airey,
John Henderson,	J. M. Allen,
Joseph Bowling,	C. E. Girardey,
J. J. Mellon,	F. Avendano,
Charles T. Howard,	Albert Baldwin,
William Dillon,	J. L. Harris,
D. Fatjo,	William M. Burwell,
L. H. Gardner,	John C. Allen,
H. H. Hansell,	Benj. F. Chambers,
James I. Day,	Isaac Bloom,
Edward Bermudez,	John Power,
John Paisley,	Alf. Miltenberger,
Dr. B. Laplace,	Joseph O'Brien,
Philip McBride,	Robert Mott,
Joseph Sporl,	E. Gauche,
Henry A. Wyns,	Joseph Hernandez,
Thomas Layton,	Bradish Johnson,
Octave de Armas,	John Phelps,
J. Viosca,	W. Van Benthuysen,
Henry Peychaud,	John Weber,
Dr. Joseph Llado,	M. Musson,
Dr. Isadore Labatut,	J. Tuyes,
Thomas J. Semmes,	L. B. Cain,
Louis A. Wiltz,	C. M. Soria,
John Janney,	J. B. Woods,
A. Thompson,	T. G. Tracy,
L. C. Levy,	J. Ad. Rozier,
John Meyers,	Robert E. Rivers,
George Horter,	John T. Moore,
S. B. Newman,	C. B. Singleton,
C. L. Walmsley,	William Hart,
J. J. Irby,	P. F. Herwig,
L. H. Joseph,	P. Poursine,
Ed. A. Palfrey,	Dr. D. W. Brickell,
S. M. Todd,	S. Hernsheim,
R. Milliken,	James F. Casey,
A. Socola,	E. J. Hart,
Thomas Smith,	Jules Cassard,
W. C. Raymond,	John J. Barr,
Augustus Rice,	N. A. Baumgarden,
Alexander Hay,	H. Bidwell,
Lloyd R. Coleman,	J. Davidson Hill,
A. F. Cochrane,	J. A. Blaffer,
W. J. Behan,	Oscar Bois,
J. Q. A. Fellows,	William P. Converse,
Jesse K. Bell,	William Hartwell,
William Flash,	Edward Heath,
E. B. Briggs,	Charles L. Chase,
Dr. Samuel Choppin,	E. Forcheimer,
A. Brousseau,	Stephen Hopkins,
J. B. Camors,	Leopold Christ,
Dr. J. Dickson Bruns,	L. Bloom,
Newton Buckner,	G. W. Sentell,
W. J. Castell,	Benjamin Story,
J. E. Zuntz,	Atwood Violett,
Thomas Gilmore,	D. L. Ranlett,
J. M. G. Parker,	Charles Chaffe,
Robert Roberts,	D. C. McCan,
E. K. Converse,	John A. Morris,
John Dymond,	Joseph W. Stone,
R. Pritchard,	Ed. Fenner,
Richard Flower,	W. P. Kellogg,
John McEnery,	Michael Hahn,
Gideon Wells,	J. H. Sypher,
Carl Kohn,	Glendy Burke,
William H. Stevens,	General F. N. Ogden,
G. W. R. Bayley,	M. W. Joyce,
L. C. Jury.	

SECRETARIES.

H. G. Hester, Cotton Exchange.
Samuel Mullen, Southern Exposition.

It was then moved that a series of resolutions be drawn to be submitted to the meeting, and the president appointed the following gentleman a committee on resolutions: John B. Lafitte, W. W. Howe, Thomas A. Adams, James I. Day, A. A. Maginnis and Isaac Stauffer.

After the appointment had been accepted, Mr. Black in a few words presented as the first speaker, General Cyrus Bussey, president of the Chamber of Commerce.

Mr. Bussey spoke as follows:

Mr. President and Gentlemen of New Orleans—In a few months the people of this great land will assemble in a distant city to celebrate the anniversary of the most wonderful century in the world's history, and it is proper that you should assemble here to-night to review your part in the history of the past, and to ask yourselves the question if you are satisfied with what you have done to make this country great and glorious. We are here to-night to inquire what is the matter with New Orleans, and, if possible, to point out a remedy.

Ten years ago, when I came to this city, I inserted a notice in the daily papers, "Wanted to rent—An office," and for five days I did not get a solitary response. Why? Because there was not a vacant office in New Orleans. Then, gentlemen, you reposed in what you believed to be your superior advantages, and you slumbered while your enemies were industrious, and they have stolen away from you the trade which legitimately belongs to this country. We find that while every State in this Union has been prosperous, Louisiana, and New Orleans as a city, have retrograded. There is a cause for this, which, in my judgment, lies at our own doors.

Last September was celebrated at Darlington, England, the anniversary of the first railroad ever constructed in the world, only fifty years ago. I have to-day in my office a gentleman who attended the banquet in England, fifty years ago, in honor of the successful construction of the first railroad. This will illustrate to you, gentlemen, what has been accomplished within the lives of many of the men who are present to-night, and what it is competent and possible for gentlemen to accomplish who will apply themselves to the task.

I have had placed here to-night a map of the Western and Southern States, to properly illustrate to you the peculiar position that Louisiana occupies with reference to her railroad enterprises.

You will discover by this map that there is a line of railway running from the Gulf of Mexico through to the Arkansas line. You will discover, gentlemen, that the railway is indicated by a red line, which runs across the border. You will also perceive, gentlemen, that this red line runs through Texas and through Arkansas, and you will find that this State is the only one that is without this red line. I ask you, gentlemen, if that is not a shame; if the people of Louisiana ought not to be ashamed of the existence of such a state of things? Gentlemen, we propose to remedy that by the completion of this very enterprise we are called upon here to-night to discuss.

These red lines that you see here on this map, like the wires of a sieve, are railroads constructed in new countries by the enterprise of men who scarcely had enough means to purchase the forty acres upon which they had settled; and I know, from personal observation, that these railroads were all originated, constructed, carried out and completed by men whose property was to be benefited by the same, and the value of their products enhanced.

The speaker demonstrated the relative positions of Chicago, St. Louis and other Western cities, showing how railroad connections were made with the Northern Pacific railroad—and to points where scarcely, a few years ago, a civilized person could be found.

Now the question is, do railroads pay? I undertake to say, gentlemen, that I can prove to-night that no stock pays better than railroad stock, and when the New Orleans Pacific railroad will be accomplished it will be better stock than United States five-twenty bonds. [Applause.]

Now, gentlemen, the Union Pacific railway was constructed through a country with scarcely anything to support it, but the net earnings for this year have amounted to $16,970,018. And there is a debt on that road, because it was built at the time when gold was worth 200, at a cost of $70,000 a mile, because a great part of the country through which it passes is very mountainous.

The Illinois Central earned $7,892,000, the Atlantic and Pacific $4,334,000, Iron Mountain $3,770 000, Kansas Pacific $3,297,000, Missouri, Kansas and Texas $2,940,000. This road runs down through the Indian Territory, a distance of 300 miles, from which it receives no local traffic, and is not benefitted $1, only from the State of Texas, at the expenses of New Orleans, and yet that road last year earned $2,940,000. The earnings of the Houston and Texas Central railroad, for the month of November, this year, was $412,644, equal to $5,000,000 per annum for its net earnings.

The Michigan Central railroad $3,373,218, with an expenditure of $2,373,000, leaving $1,000,000 profit for six months, or $2,000,000 a year, and this, gentlemen, is earned at low rates of freight and passenger tariff. Other railways running from out of Chicago in the same direction, and not twenty miles apart, have all the business they can do. But I will not discuss these railroad earnings.

I will show you what effect this has upon the stock of these railways: The stock of the Chicago, Burlington and Quincy railroad is worth to-day 115¾ cents on the dollar. The stock of a road running out into Ohio in the same direction, from Chicago to Rock Island, is to-day worth 106½ cents on the dollar. The Chicago and Alton railroad, that runs in precisely the same direction—all these roads run in the same direction—that stock is to-day worth 101¾ cents on the dollar.

The stock of the Illinois Central is worth one hundred cents on the dollar or par. There are five railways running out of the city of Chicago the stock of which is worth par and a premium. Now some of these railroads have issued bonds which are worth—the Chicago and Rock Island 109¼, Chicago and Northwestern 106, Chicago and Michigan Central 102, Chicago, Michigan and Southern 101¾, Chicago, Pittsburg and Port Wayne 114½, Cleveland and Pittsburg 109, Iron Mountain 98—that was affected by the war, like all other enterprises in the North.

The Illinois Central declared a semi-annual dividend of four per cent. The Terre Haute and Indiana railroad five per cent.

These gentlemen are sufficient to show you that these railways that were built at a time when it cost three times as much money to build railways, their stock is above par or at par.

If we take the earnings of the Union Pacific railroad to-day, running through a sparsely settled country, it would be sufficient to pay a divident of twenty-five per cent on a railway costing $25,000 a mile. Now, gentlemen, we have organized in the city of New Orleans a company composed of your own citizens, gentlemen in whom you have implicit confidence, who have come forward with an enterprise which will bring back to Louisiana and the city of New Orleans the trade which has been taken from your doors, and which will brighten your countenances, bring back your commerce as in the days of old.

Not one dollar of this money shall be spent except for the legitimate purposes of building this railroad. To-day there are nearly 600 men grading the road, and about twenty-five miles have been graded, and toward the beginning of the present spring months the road will be graded, ready to receive the first purchase of iron. You have only to come forward and support this enterprise according to your ability, and it will be an accomplished fact. There must be no words backward, but we must spend every dollar of our resources that we are able in the construction of this great enterprise.

I know, gentlemen, that you have been dependent heretofore upon public appropriations and upon railroad schemes that have been wholly in the hands of people living away from New Orleans. Every one who engaged in a railroad desired to make a grand speculation, and ultimately sell it out. But this is an enterprise which you are undertaking; you are the people to be benefited, by your property enhancing in value, and to afford the people living all along the line of the road a double price for their land and products.

It will place them in proper competition with the rest of the country, and they will have all the advantages that we now seek by the constsuction of this railroad. When this railroad is completed to some point in Texas, we will there connect with the Texas Pacific railroad, running through a vast and rich country.

You find here how Galveston has been supplied with the railroad interests, and we would connect with that entire system of railroads which has been served to us in the South in homeopathic doses, while the North and East have been receiving them in large allopathic doses. We may then naturally expect in a short time to have direct communications with the Pacific coast, and New Orleans will be the city to receive the immense transfers and traffic that will come from the shores of the Pacific. [Applause.]

Gentlemen, there would be thousands of people coming here from every part of the world by way of the Pacific railroad who would linger in New Orleans, spend their money here in the shape of patronizing hotels, boardinghouses, hackmen, shop keepers, etc. Every conceivable branch of trade would be benefited by the transient travel that would pass through the city. But how is it to-day? Every traveler from the Pacific coast goes by way of Chicago. Had Chicago, when she was burnt out last, lost her railroad connections, the whole town of Chicago would not contain 40,000 people. Nothing but railroads have made these towns or cities prosperous.

The city of Cincinnati is to-day, and has been for the last three or four years, spending $10,000,000 for making railway communications between Cincinnati and Chicago. Now, every dollar of that is to enrich the State of Kentucky, and not $1 to the city of Cincinnati. But in this enterprise you are asked, not to enrich Mississippi or Alabama, but you are asked to enrich your own State and thereby enrich yourselves, lower taxation, bring in emigration, cause the building of towns, bring other facilities that would make your State great and prosperous; not only that, but redeem Louisiana, and redeem this city, and place it in a position of prosperity that she has never achieved before. I have never felt despondent about this town. I have never felt otherwise, because we are lying here at the mouth of the valley of the most magnificent territory on the face of the earth. [Applause.]

We have only to reach out our arms and we can reach Mexico, Central America, South America and Cuba, countries containing 40,000,000 of people. When we come to the mouth of the Mississippi, upon which I can say to you the deepening of South Pass is a fixed fact, then we will have all the necessary facilities. We will attract from the State of Texas and all the other States the facilities of transfer of the products required by the great country that lies all around our shores.

If we do our duty and sustain the gentlemen who are willing to give their time, their money, their enterprise to the construction of the railway, we will have a prosperity unknown in any other city in the country. There are other gentlemen who have no doubt the ability to entertain you with facts and figures connected with the construction and the importance of this railway, and for that reason I shall not prolong my remarks to the length I would otherwise do.

But I desire, before closing, to urge upon you to make this a matter of as much importance as if the honor of this State was politically involved, or as if an invading army was about to march upon you. I know that if such was the case, every citizen would arm himself to defend her honor and integrity in any shape, whether he was asked money or his life, as it has arisen in the past, and as you did on memorable occasions in the past.

I do not believe, then, gentlemen, that you are going to permit one of the most important enterprises that has ever been presented to you to fail for want of personal energy. No man ought to be tolerated who will say that this enterprise will fail. The day of croaking is passed; victory hangs on our banners, and if we are determined we can go forward and achieve it.

The Congress of the United States has been sent an appeal for an appropriation to build the Pacific railroad, and also for whatever government aid we have a right to claim. But, gentlemen, we must not wait for the government aid so far as this branch is concerned, because the chances are that we will get nothing, but it would be but justice that the Congress of the United States should pay us back the seventy millions of dollars which they unjustly took out of the pockets of the people by way of taxes upon cotton.

When they were voting one hundred and seventy-five millions of dollars to the people of the Northern States to complete their railroads and aggrandize the different cities, towns and harbors, in that whole time they doled out to the Southern States fifteen or twenty millions for all the great enterprises that lie on the Atlantic coast.

I say to the gentlemen in Congress that they have been unjust to the people of the Southern States ever since the close of the rebellion. I only wish I had a voice to reach the men that I believe could serve the interest of the people and the great interests that lie here in this great Southern country, that actually furnish all the goods and luxuries and jolly good times that they have in the North.

Now, gentlemen, I came here as I go everywhere, wholly unprepared to make a speech, and I thank you for the interest you have taken in this meeting by your presence and for the attention you have given these broken remarks. I shall give way now to some other gentlemen, who, I hope, will please you much better. [Applause.]

At the conclusion of General Bussey's address the President announced that the committee was ready to report, and Mr. Lafitte read the following:

WHEREAS, The city of New Orleans is the chief seaport of the Mississippi valley, and has facilities for commerce with Europe, the West Indies, Mexico, Central America and South America, which are in many respects not surpassed by those of any other city in our country, and are being enlarged by the improvements at the mouth of the river; and

Whereas, It is a matter of supreme importance to this city on the one hand, and to the valley of Red river, to Western Arkansas, to the State of Texas, to the Indian Territory, to New Mexico, to Arizona, and to California on the other, that New Orleans, as an emporium of export and import, should be connected by rail with some convenient point on the Texas Pacific road, and railway communication thus established between her shipping and factories and the States and Territories above named; and

Whereas, Such communication would, in the opinion of experts, increase the trade of our city to an immense extent, enhance the value of real estate, and give remunerative employment to our business men, as well as to our mechanics and our laborers; and,

Whereas, At the present moment, in consequence of the cheapness of materials, a railway can be constructed and equipped at far lower rates than prevailed prior to 1874; and

Whereas, The New Orleans Pacific Railway Company has been organized, with the following advantages, viz:

It is controlled by a board of directors, selected from among our leading business men;

Its affairs are managed with strict economy;

Its funds are disbursed only for the legitimate purposes of building its railway;

Its route lies through the richest portions of our State, so that it will command a large local traffic in passengers and freight, as well as a through trade;

It reaches Middle and Northern Texas by the shortest line, and will bring that region about 240 miles nearer by rail to New Orleans than it is to St. Louis; and finally,

It is the only railroad projected from New Orleans to Texas on which any work is now being done in Louisiana, and its work is being done rapidly and economically; therefore be it

Resolved, That the route, the plan, and the management of the New Orleans Pacific railway have the approval of this meeting.

Resolved, That we urge the attention of our business corporations, our owners of real estate, and our citizens generally, to the benefits to be derived from such subscriptions to stock in this railway, as will assist in its speedy construction. The resident and the non-resident, the citizen of large property and the citzen of moderate estate, are alike interested, and should subscribe according to their means.

Resolved, That the General Assembly of Louisiana be respectfully requested to adopt in favor of said railway any legislation which may lawfully facilitate the progress of the enterprise; it being well understood, however, that no pecuniary aid can now be constitutionally granted to any railroad by the State.

Resolved, That our Senators and Representatives in the Congress of the United States be respectfully requested to urge (as a part of the measure now pending to grant the aid of the United States to the Texas Pacific railroad, and to a road to connect the same with New Orleans), that such aid be granted to the New Orleans Pacific Railway Company, and that the General Assembly of Louisiana be respectfully requested to memorialize Congress in this behalf.

President Black asked the meeting if they were prepared to vote on the resolutions, and if so, whether they would vote on them singly or together.

A motion being made and seconded, that the resolutions be adopted as a whole, it was put and carried unanimously.

Major John H. New was then introduced, and spoke as follows:

Once upon a time, as Sheherazade told the Sultan, there was a fisherman who, when young, had indiscreetly vowed not to cast his net above four times a day. One morning he had cast his net three times without the least success. The fourth time, instead of fish, he drew up a small vessel of copper with a leaden seal. Almost wild with despair, he was on the point of throwing it back into the water, when he observed a thick smoke issuing out of it, which, climbing to the clouds and stretching itself along the sea and shore, produced a great mist. When the smoke was all out of the vessel it connected itself into one body, which formed an enormous genie.

That charming princess, to whose talent for amusing a somewhat bloody-minded husband we are all so much indebted, continues to narrate that at first the fisherman was disposed to run, and that this inclination was decidedly strengthened when the released monster announced his intention, then and there, of summarily dispatching the fisherman, in pursuance of a vow made many years ago. For it appears the genie had been cooped up in this vessel so many weary centuries that his naturally amiable temper had been somewhat impaired, and he had come to take a moody view of life, and was inclined to embrace his benefactor in a common hatred of mankind.

Recovering, however, from his fright, the fisherman begged the genie, as a last favor, before his pleasant design was carried into effect, to roll himself up again and place himself within the small vessel once more, if such a thing were possible. There were certain scientific doubts cherished by the fisherman as to the capacity of the box to hold so large a body, and he desired to have these doubts removed by an actual experiment.

The genie, good naturedly, like all big fellows, gave in to this Tyndall wish of the fisherman, and straightway began the process of rolling, and in a little while was snugly esconced in his former prison. It is needless to add, that, then it was the fisherman's time to crow, and to specify his purpose of reconsigning the casket to the sea.

And that the genie, perceiving that he had lost the game, was only too glad to make terms and to become the faithful slave of the poor fisherman, to forward his fortunes forever after.

Many centuries after the time this story was told, an English nobleman, the Marquis of Worcester, found a genie in another vessel, and like the Persian fisherman, after seeing him unroll and display his mighty proportions, enticed him back to his inclosure and secured his services for all time to come.

The name of this genie was steam. The family is a very large one. Quite as much so as if one of the members was President of a republic and had offices to bestow on every one of his relations. It dwells in every sea, lake, mountain, dell or river. You have only to wave a wand of fire and the power comes.

The humblest dame seeking consolation in her Bohea can raise it, often to her consternation at its temper, which, unlike that of the genii of old, is slightly irascible.

And so a poor peasant in Newcastle-on-Tyne threw his net, in the eighteenth century, and caught the genie, prisoned him in an iron vessel, placed it on wheels, and bade the world look at the work he could perform.

And the world has looked, and wondered, and admired, and benefited by this capture, and to-day acknowledges, as one of its greatest benefactors, George Stephenson, of England.

How the monster has been working since! The mighty billows of the ocean know him and give way to his prowess. The placid lake breaks into smiles as he comes, and ripples in laughter as he goes. The rapid rivers yield their currents to his vigor, and throw themselves in despairing waves on their banks. The paths o'er which his steps are picked on land, once few and short, now stretch their iron lines all over the globe.

Timid and faltering men first led him on the plains and by the sides of coursing rivers. But, bolder grown with every year, they soon essayed the mountain tops, and the Alps now tremble beneath his tread.

Nay, not content with that, through the very mountains, through the everlasting rock, this path has gone.

And now, the sea itself prepares to give up its bed, and its monsters to shrink back in dismay from one more powerful than they.

And what shall we say of the result of this work?

Fancy the Gulf Stream that now fertilizes the western shores of Europe turned upon the icy coasts of Labrador! Imagine the sun that now looks with averted glance on the north beaming with tropical warmth on its frozen fields. Conceive the deserts of Africa musical with running rivers; or the rugged rocks of mountains clothed with a fertile soil! What is and what would be, were these conceits realities, affords but a feeble illustration of the difference between the past, before these iron lines were run, and the present, when they stretch their embracing arms over the entire earth.

As beneath the steps of Ceres flowers spring wherever this genie goes. Forests turn to villages; villages to towns, and towns to cities. Barriers of mountains become bridges of connection. Lines of kingdoms and States are but mill posts in his route. Scattered peoples are drawn together as the rays of the sun by a magnifying glass. National prejudices flee before him as wandering spirits at the approach of dawn. Ignorance, mistrust, doubt and superstition vanish as a fog before a strong wind. And yet we are called together in all seriousness to consider whether we shall invoke this mighty power and accept the benefit of this transforming agency.

We are called together to determine whether we shall live in the age in which we live, or live in an age that is gone forever. It would be an insult to the intelligence of any man, woman or child in the State of Louisiana to advance an argument in favor of a railroad connection to Texas. The absolute necessity of speedily connecting ourselves with that great State is not only conceded on all sides, but urged by every one as a reason why something should be done to bring about such a consummation.

So that the only consideration to be entertained by the people of New Orleans is the route by which this need is to be supplied, and the people who propose to do it.

The company which invokes our aid is not a myth. It is not a speculative ring created to filch corporate privileges from the State, to be tranferred to foreign capitalists or lobbyists for realizing profits in bonds. It is a real, live, substantial corporation, which gives the best assurance of what it will do by pointing to what it has done.

It is composed of our own fellow-citizens; men who live with us, are a part of us, and whose fortunes are bound up in the prosperity of our city and State. They are men of substance, who give the strongest proof of their faith in the ultimate success of the enterprise by embarking their own means in it. What has this New Orleans and Pacific Railway Company done already? It has graded twenty miles of road from Alexandria, through the heaviest swamp, the worst part of the route proposed. It has already sufficient stock subscribed to pay for locating the entire line, for grading, cross-ties, and bridging the road to Natchitoches, independent of any parochial or municipal subscription.

It proposes to go from Alexandria, indeed is going now, straight to Texas.

Is there any objection to the route?

Starting with that which is of primest necessity of securing the Texas trade, the question is how can that be soonest accomplished?

It is admitted there is no time to be lost in gaining that end.

It is confessed that too much time has been lost already.

That other places are receiving the benefit of the traffic which heretofore belonged, and now properly belongs, to New Orleans. And that every day widens the breach between us and our former trade, and every day increases the difficulty of bridging this breach. That if we waste our time in debating which way the evil is to be remedied, we shall presently be spared the trouble of further discussion by the conviction that all human efforts are futile to restore what has departed forever. That being apparent, it is perfectly marvelous how but one conclusion can be reached. Suppose we state it, as a proposition in mathematics:

Problem. Given, the Texas trade, now going North, to be diverted in the shortest possible space of time to the State of Louisiana and the city of New Orleans. How can it be done? Let us answer by another question. Suppose we wanted to irrigate our fields, which were parching of thirst—where should we begin to dig to get the quickest supply of water within our inclosure? At the fountain or reservoir, or at the remotest point of our field? Should we not first get control of the water, and then direct its flow afterward? Of course objections can be made to this as to all other plans.

There are many people like Lord Ellenborough, who, as Sydney Smith relates, never could compass that two and two made four without tears in his eyes.

What we have to decide is not that other plans may or may not be good, but which is the best. Not that any plan is perfect, but whether it is not the most practicable and the most judicious.

Objections may be urged that we shall be dependent on Red river, below Alexandria, and that discriminations may be made against way freights in favor of remote constituencies of the line. To the former, the reply is simply that once in Red river no foreign boats can compete with New Orleans boats, and that then we have already affected our main purpose in turning the tide in this direction instead of permitting it to flood towards the North. To the latter, that the road will depend for its success upon the people of the parishes along the entire line, and that self-interest will compel its directors to fix such a tariff as will inure to the benefit of those who support and maintain the company. Or, again it may be suggested that this road should be amalgamated with other roads, and one common effort made to run direct from New Orleans to Texas.

This would be locking together two men in the water who could not swim, and drowning both together.

Turn the question which way you will, advance all the objections that ignorance, interest, or malevolence can suggest or desire, and there is no escaping the argument just advanced, that the road which first strikes the Texas line must be the best.

And as the New Orleans and Pacific Railroad Company proposes to do that, and is bound to do it; therefore, this road is the best.

That being established, first, what is it our interest to do; and secondly, what is our duty?

That it is the interest of the people of Louisiana to aid in this work, and especially of the people of New Orleans, we take for granted.

No doubting Thomas will question that assertion. But, when we say the people of New Orleans, to whom do we refer? Not merely the capitalist seeking an investment; not merely the public-spirited citizen, who contributes to every undertaking which commends itself to his judgment as containing the germs of good; or the philanthropist, who donates of his means to forward a work which will give employment to labor. We mean every man who lives in the city of New Orleans, and who therefore benefits by its prosperity. We mean every mechanic, laborer, artisan, clerk, porter, dray driver; every honest man who works and who thrives in proportion to plenty of work and good wages.

We mean every one who has means, whether these means come from hard work or brain work of themselves, or inherited from the accumulations of ancestors. We mean every woman, married or single, who has enough property to purchase a single share of stock. We mean everybody, in a word, who makes New Orleans a home, and who wants to see it become, what it has a right to be, the great city nature intended it to be. What, then, is our duty? To stand by and see the enterprise fail, or each one help as he can, to the extent of his ability, to secure the accomplishment of what we all admit is indispensably necessary to the welfare of our city?

Suppose a man's title to his house and lot is attacked; suppose a lawsuit brought against him, which involves half his fortune, or let us say, one which, if successful, will ruin him entirely?

Does he sit calmly with folded hands and let these proceedings go on without stirring, and trust to his neighbors who are defending similar suits to attend to the defense of his?

It would be an injustice to an idiot to compare such a man to one who acted thus. Yet, fellow-citizens of New Orleans, have you considered that inaction in regard to this matter of building a railroad connection to Texas is something very near akin to the supposed imbecility of this defendant?

There is a lawsuit now going on, involving nearly all you possess. That lawsuit is conducted by the people of St. Louis and other cities, and is directed to depriving you not only of the capacity of further growth, but to the depression of the values of what you now possess to a degree bordering on ruin. Day by day the cause goes on. Day by day your property goes down. The great jury of the State of Texas is rendering verdicts against you every hour, and there is no appeal from their decision. You sit calmly, and take no part in your own defense. Somehow you fancy somebody will do something for you. Why he should you do not know. You refuse to raise a finger yourselves in your own behalf. You complain capitally. You moan like Mrs. Gummidge in "David Copperfield" over the past.

You cry out against the political rascalities that have burdened our dear State the last ten years. But you forget, in the words of Macaulay, that "profuse expenditure, heavy taxation, absurd commercial restrictions, corrupt tribunals, disastrous wars, seditions, persecutions, conflagrations and inundations have not been able to destroy capital so fast as the exertions of private citizens have been able to create it;" and that, notwithstanding all Louisiana has suffered and all it now suffers, can not prevent its growth if its citizens have enterprise, courage and determination.

Do you know, Mr. Chairman, the gloomiest sight the sun looks upon? It is a DEAD CITY. Not one dead like Pompeii. Walking through its silent streets, you might fancy, would oppress the heart with painful emotions. Looking at the solemn walls of her roofless houses, entering the rooms once gay with life and bright with pleasure, and passing into courtyards once cooled by sparkling fountains and perfumed with clambering roses, you might say must be the saddest spectacle this world can show. Not so. There is one more touching still. It is the "death in life" of a living city. It is where the people live and move and have their being in the past. Such as Athens, such as Venice. Where there is no present and no future; where all energy seems sick, all industry palsied, and the inhabitants wander as idly and purposeless as the ghosts on the Stygian shore, waiting to be ferried by Charon.

What does New Orleans look like to-day? Gaze on her grass-grown streets; count the tenantless houses and the empty stores. Note the decay sapping her public buildings and neglect ruining her thoroughfares! Ask for the ships that once lined her wharves, and the steamers that once filled her levees with produce! Peep into the countenances of her business men and scan the care brooding there! Go into her counting-rooms and calculate the falling off in her trade. Hear the cries of distress from labor without employment, and the wants of women and children without bread!

Is Senator Morton right, for once in his life, when he says that "New Orleans is a dead city?" It is for you, fellow-citizens, to answer. It is for you to say, "not dead, but sleeping." It is for you to come out of your tents, like Achilles, and, regardless of all you have suffered in the past, like the Grecian hero, proclaim, as you put on your armor:

> "Let us leave
> These things among the things that were, and though
> They make us grieve, let us subdue our minds
> To what the time requires."

After the applause that followed the address of Major New, the president introduced Hon. J. B. Elam, of DeSoto.

Mr. Elam said—Mr. Chairman and citizens of New Orleans, I received an invitation from the president of the railroad company to come down and address you. I came down, and after arriving looked into the business, and shall now proceed to make a few remarks. I don't propose to enter into any argument based upon the information I have received. That has been done by the gentlemen who have preceded me. An assemblage of this kind is one of the most important that has ever come together in the United States, not only as to the character and intelligence of the gentlemen who compose it, but also for the importance of the question we are called upon to-night to discuss.

It may be asked what are the advantages of railways—do they pay? I shall answer the question by referring to the great extent of railways throughout the United States. Let us go back thirty years—go back even to the time when New Orleans was in the height of her prosperity, and mark the difference. The question naturally arises, what is the cause of this? Is it the government? Is it in consequence of the result of the war, or was it caused by bad government? I believe that New Orleans is destined to become as great and prosperous as it was before the war.

One of the great causes why we have lost so much of the trade that belongs of right to us is the want of artificial means of communication. Look at the railways that have sprung up in Texas within the past few years. There can be very little doubt upon the subject, and, gentlemen, you must bestir yourselves, do something for yourselves, in order that you may benefit your present condition. Gentlemen, there is an old fable about an old bird that had built her nest in a wheat field. She went off, on one occasion, to get something to eat for her young, and when she came back they commenced to talk, and told her that the owner of the wheat field had been there and was going to cut it down. She asked them how they knew. They replied that he came there with his sons, and told them that the wheat was about ripe, and that they must get their neighbors to help them to cut it down. She told them that there was no danger. She went off the next day to secure food for her young. She returned the second day. They told her that she had better move them. She asked them, why? They again replied that the owner of the field had been there with his sons, and said: "You must go to your uncles and cousins and relatives, and ask them to come and assist us in cutting down the wheat." She replied, "Never fear, my children; there is no danger." She went off the third time to procure food for her young, and when she came back she asked them if the owner of the field had been there. They said yes, and told her that the father said to his sons, "Since neither your uncle nor our neighbors are coming to help us to cut our wheat, we must do it ourselves." Then she said, "You must get ready to leave, as there was danger." So it is, gentlemen. You must be willing to help yourselves; you must be willing to contribute your share to this great enterprise. I know of no question that is of more importance to the welfare of the city of New Orleans, than that we are called upon to discuss to-night. What has been the cause of the decline in the prosperity of the city of New Orleans? Was it the result of the war, or is it caused by inaction? It is an undeniable fact that the products of this State, which of right ought to come to this place, have gone to other places because of the absence of railway communication. They have gone to the city of St. Louis and other cities of the Northwest, and there can be very little doubt on the subject, as I have before said, that it is owing to the absence of railway communication. And, gentlemen, there is no enterprise in which the people of Louisiana are more deeply interested than in the completion of this railroad. And if you expect to build this railway don't depend upon the Congress of the United States for such subsidies to build the Texas Pacific road with. The assistance has to come fpom the people of the State of Louisiana. Don't depend upon Congress for aid. I have made half a dozen speeches in the parish of De Soto, and the people of that parish have subscribed $100,000 for this road.

I told the young men of that parish that they must subscribe to this great enterprise. I told the laborers, professional men, clerks and everybody up there that they must subscribe even if it was but $100, and that they must go to work and make it up. In the town of Mansfield, where there is a population of about 800 or 900 or 1000 persons, there are not over 200 voters, and let me tell you, gentlemen of New Orleans, that we have subscribed $15,000 to this railroad.

Now, gentlemen, if in a town of only two hundred voters, we can raise $15,000 where we are all poor—for there is not a man in the town who is worth over $20,000, and we intend to pay every dollar that was subscribed as soon as the rest of the stock is taken and they are ready to commence work on the railroad—what could not be done in a large and populous city like New Orleans? It is the duty of every man in the State who has the interest of the State at heart, both old and young, to do all he can towards the building of this road. All that is needed is the necessary amount of cash to complete the road bed and to buy the iron and cross-ties, and to pay for the incidental expenses of the work. If the citizens of this city will do as well as the citizens of my parish, the road will be built and the completion of the Texas Pacific railroad will be assured.

As perhaps there are other gentlemen to speak, and as I have spoken so long in this big hall, I am quite hoarse. I am very much obliged for the attention that has been paid to my remarks.

General A. T. Hawthorne, of Marshal, Texas, was next introduced. He evidently had his whole heart in the enterprise to be forwarded by the meeting, and spoke as follows:

Mr. Chairman and fellow-citizens of New Orleans—It is with no little degree of diffidence that I appear before you this evening, and especially so when I see in front of me this sea of upturned faces beaming with intelligence and zeal, representing, as it does, the intelligence, enterprise and wealth of this great metropolis.

I have felt, my fellow-citizens, while I have reflected upon the importance of this great enterprise, while I have listened to the eloquent gentlemen who have preceded me, to their thrilling appeals, to their grand and noble arguments, I have wished a thousand times that there was a better and abler representative here to take my place. But, gentlemen, while I tremble at the responsibility of my position and my unfitness to fill it, still I am not ashamed, but am proud to say to you that I hail from that grand imperial domain, the Lone Star State of Texas, and that I stand before you this night as her humble ambassador to say to you, fellow-citizens of New Orleans, that from every portion of her mighty domain she sends her kindly greetings to Louisiana; that as a loving sister, with the blood of common parentage coursing through her veins, she sympathizes with Louisiana in her misfortunes, and rejoices in her joys.

I stand before you to-night, my fellow citizens of New Orleans, to say to you that the eastern, northern and the middle portions of that vast domain of Texas is a country—the finest that ever the sun shone on, and with a soil of inexpressible richness and fertility, filled and filling up rapidly with thousands and multiplied thousands of thrifty, industrious, persevering, rich and happy people, whose graneries are full to overflowing, whose cattle are upon a thousand hills and whose surplus products in a few years will be sufficient to feed and clothe a continent; and as an humble representative of that glorious country I come to you to-night with its messages of love and of sympathy, and to say to you, citizens of New Orleans, we are your brothers; we are your brethren; we are the sons of sires who stood side by side with your sires upon the immortal plain of Chalmette—sires who stood side by side with your sires, and carried the starry flag in triumph over the bloody fields of Palo Alto, Chepultepec, Monterey and Buena Vista, and waved its silken folds in triumph above the halls of the Montezumas. We are here as brothers who stood side by side with you upon many a blood-stained field of carnage, where bristling steel and iron hail poured out the patriot's and foeman's blood.

Ah, sons of Louisiana, noble patriots of noble sires, all Texas sends you greeting, and Eastern, Northern and Middle Texas send you a message freighted with love and sympathy, and business too. In addition to the strong ties of brotherhood that have bound us together, as it were, by links of steel, we were in former times united by ties of business. New Orleans, the great metropolis and market for the South and West, was also the market of Texas. It was in fact the Mecca of the Texans. For days and seasons they looked forward with ever increasing desires of pleasure to the time when their crops were gathered and shipped, and they could with their families make an annual visit to you.

Ah, my fellow-citizens, we, of Texas, have not forgotton the pleasant times of Auld Lang Syne; we have not forgotten those glorious days when the merchants of New Orleans were the very princes of the earth; when their money and their courage were almost unlimited, and when with royal hands they lavished upon the Southern planters and merchants—especially upon the Southern planters and merchants of Eastern Texas. No, we have not forgotten those glorious days when our surplus products were comparatively small, our people were aided and assisted by the liberal hand of New Orleans, and they remember it until this day.

No, fellow-citizens; but now, now, now, that Texas is becoming rich and prosperous, now that teeming thousands upon multiplied thousands of enterprising, thrify and industrious people are pouring in one continuous flood to the hills and valleys of our entire State; now that her vast prairies are white with the great staple, yellow with waving harvests that will feed one-half a continent; now that cities and towns are springing up in every quarter, as if by the waving of the enchanter's wand; now that our cattle cover a thousand hills; now that our trade is immensely valuable and profitabe; we are loth to see it carried away to those great cities of the North; we are loth to see the great staple in the South, growing upon Southern soil, warmed and matured by a glorious Southern sun, carried away to the cold and frozen regions of the North to enrich a people who have never lived with us. We, of Texas, are loth to deal with a people who, however honest, just and upright they may be, are nevertheless aliens and strangers to our common interest of brotherly love. Hence we desire, Texas desires, Northern, Eastern and Middle Texas desire, earnestly, lovingly desire, to renew their business relations and have their dealings with people who are linked to them by ties that are stronger than steel. We desire our patronage to return to our Mecca of old—to return to people who, though battling with wrecks of broken fortunes, financial ruin, have ever upheld the hand of their friends and still bear the palm of hospitality and princely liberality over all other States in the land.

Now, my fellow citizens of New Orleans, what say you to this greeting of Texas? What say you to this kindly greeting of Texas? Do you desire the trade of a people who love you and who have sympathized with your sorrows? [Applause.] Do you desire to regain an empire teeming with its busy thousands, whose trade has already assumed the most colossal proportions? Do you desire to regain that which will build up your waste places, which will cover your wharves and fill your warehouses with the great staple of the country, which will cover your noble river with ships, your storehouses with goods, your streets with purchasers, your hotels and theatres with visitors and patrons, that will tear down those emblems of distress and decay which are placarded upon your walls: "This house to let." "This room for rent!" Do you wish for that which will enhance four fold the price of your real estate, which will fill every vacant house, which will light up the countenances of your people with sunny smiles? If you desire this, then you have only to stretch forth your liberal hand as in the days of yore, and all I have pictured, and more even, far more, shall be yours.

New Orleans has the greatest natural advantages of any city upon this earth. Fifty thousand miles of navigable streams terminate at her wharves, draining the grandest and richest country this earth affords, with perhaps one single exception—and had it not been for the railroad systems in the Northern and Eastern States New Orleans would this day have been the greatest, the mightiest in population and wealth of all the cities upon the continent.

But railroads are the great revolutionizers, as well as civilizers of the age. They have even perverted the very designs of nature; they have diverted trade from its natural channels, and in defiance of all the laws of commerce which have governed the world in all the past ages, have built up the most magnificent cities in the frozen regions of the North, and with an energy and perseverance unparalleled and truly sublime, have pushed their iron arms in all directions. They have mile by mile penetrated the great valley of the Mississippi and its tributaries, sucking drop by drop and year by year the very life blood of this noble city. They have turned from here one-half of the trade east of the Mississippi; now they have crossed the Father of Waters, penetrated into Arkansas, swept down upon the vast plains of Texas, even to the sacred soil of Louisiana itself, and are guiding from you trade which nature and nature's God intended you should have. And will you permit it? No! no! a thousand times no! Rather fall, sword in hand, upon the fiery crest of the battle, like Marmion of old, yet dying, above your head wave fragments of broken fortunes in the face of these rival cities—wave them in the face of your rivals, shouting the shout of defiance in their faces. Do this rather than dwindle, inch by inch and year by year, away, and at last perish miserably without one honest, noble, earnest stroke for victory.

Why should I talk thus? New Orleans is not dead; she is not sleeping, she is not even dozing, she's awake, wide awake to her interests, and here before me is a living proof that what I say is true. Is it not so? Are you not wide awake to your interests?

My fellow citizens, this project of a railroad to Texas is most important. The railroad is now being built, and here before me are men who have the means, and I hope and believe the determination to build it, and that as speedily as possible. That one little railroad, 150 miles in length, from the city of Alexandria to the little city of Marshall, in Texas, which will cost not more than $15,000 per mile to grade and equip, will connect you with the Texas Pacific, the future great highway of the nation. It will tap the railroad system of

[CONTINUED ON EIGHTH PAGE.]