NEW ORLEANS REPUBLICAN

SINGLE COPIES: FIVE CENTS. OFFICIAL JOURNAL OF THE STATE OF LOUISIANA. TERMS: $10 PER ANNUM.

VOLUME X.—NO. 7. NEW ORLEANS, TUESDAY, APRIL 18, 1876. WHOLE NUMBER 2782.

The Towboats and the Jetties.

On the first day of April, Mr. Eads published in the New Orleans papers a letter addressed to Mr. J. S. Walsh, president of the South Pass Jetty Company, in which the following statement appeared:

A vessel drawing eighteen feet would now encounter but two places throughout the entire channel over the bar with less than eighteen feet of water on them at average flood tide. The first of these is about 9000 feet from the upper end of the jetties, and on it there is seventeen feet five inches, and the length of the shoal, measured with the current, is not over 300 feet. The second shoal is about 2200 feet further down, and is about 700 feet long. The least depth here is one inch less than fifteen feet.

This is the shoalest place throughout the entire length of the channel, and I believe I am safe in saying that this is *quite equal to the present normal depth on Southwest Pass bar.* This channel is not crooked, and throughout four-fifths of the length of the jetties the eighteen-foot channel is at least 200 feet wide.

The length of shoal water which a vessel drawing twenty feet would encounter in passing out through the jetties is not more than 3000 feet. One of the government dredges would cut down this shoal in a week and thus open a twenty-foot channel from the sea to the head of the passes, twelve miles above. Here there is sixteen feet of water over a shoal about 2500 feet long, through which the dredge could make twenty feet in a few days.

This statement doubtless inspired action on the part of Mr. L. J. Higby, as is indicated in the following correspondence, which appeared in the *Picayune* yesterday morning:

NEW ORLEANS, April 17, 1876.

To the Editor of the Picayune:

At this time there is a large amount of tonnage in this port which requires more water to load out than there is now or likely to be on Southwest Pass bar.

There is also a large amount of corn in all the States west of the Mississippi river awaiting deeper water for transportation.

Southwest Pass has sixteen feet with the aid of the government steam dredges, which is about the average low water depth which it has had since the dredgeboats have been there. This depth is through a long and crooked channel.

South Pass has now twenty-two feet, except for a half mile at the outer end, where there is at least fifteen feet six inches, and in many places twenty feet. It is believed one of the government steam dredges can, in a week or ten days, make a channel twenty feet deep through this and through the bar at the head of the pass, so that our tonnage can all load at very remunerative rates, and thus materially benefit the commerce of this city and all the valley States. The following letters and memorial will explain the plan proposed.

The memorial will be presented to our merchants and shippers to-day for their consideration and signatures. Prompt action is necessary if we desire to secure these advantages before navigation opens through the lakes and canals of the North.

L. J. HIGBY.

NEW ORLEANS, April 15, 1876.

Captain James B. Eads:

DEAR SIR—You have so far exceeded our expectations in your great work of making deep water at the South Pass that the merchants of New Orleans are all anxious to render you their assistance in a memorial to the Secretary of War to grant you the aid of the dredge steamships a few days to work on the bar at the head of the pass, and, if desirable, at the mouth.

If this should meet your approbation, I will, with the co-operation of our merchants, apply to the Secretary of War.

Yours, very respectfully,
L. J. HIGBY,

PORT EADS, April 15, 1876.

Mr. L. J. Higby, New Orleans:

DEAR SIR—I am in receipt of your valued favor of this date, tendering the voluntary offer of the merchants of New Orleans to use their influence with the honorable Secretary of War in having one of the government dredgeboats placed at my disposal to hasten the deepening of the channel we are creating. I and my associates have undertaken to secure a permanent channel here twenty feet deep before receiving any assistance whatever from the government, and we are determined to do this without asking for anything not specified in my grant from Congress. I shall be glad to avail myself of the use of the dredge if placed here subject to my directions, and I have no doubt that it will hasten, by several weeks, the deep channel so much desired by the merchants and shippers of New Orleans.

Our enterprise has been, however, adversely criticised by a large and influential portion of the community, and innumerable discouragements have been thrown around it. These have been gradually surmounted, and it has at last won its way into the confidence of the public by sheer dint of results accomplished. It was only yesterday that ten months elapsed since the first blow was struck upon these works, and in that short period we have doubled the depth on the bar, and a vessel drawing twenty-two feet can now go through it more than one and one-half miles nearer to deep sea water than when we commenced work. I do not wonder at the impatience of your merchants, notwithstanding this result; but under all the circumstances I think there is a manifest propriety in my leaving solely to others equally interested in securing a deep channel at the earliest moment all action in the matter you suggest.

Very respectfully,
JAMES B. EADS.

The following is a copy of the memorial alluded to by Mr. Higby:

To the Hon. Alonzo Taft, Secretary of War of the United States:

We, your memorialists, merchants of New Orleans, beg leave to represent to you that the work of deepening the channel across the South Pass bar, at the mouth of the Mississippi river, has progressed so rapidly that a navigable depth of twenty feet to sea will soon be obtained through said pass.

To make this depth available for commerce, it is necessary to obtain a corresponding depth of channel across the bar in the Mississippi river above the head of the Pass. We are confident that if you will issue the necessary instructions to Major C. W. Howell to operate one or both of the government dredges on said bar, that a like depth of twenty feet can be obtained into the head of South Pass in a very short time.

This will enable all our large ships to load with grain this spring, which will materially benefit the farmers and merchants of the Valley States and the whole Northwest, and add considerably to the value of the present cereal crop. And your memorialists will ever pray.

Mr. Higby was very active yesterday in circulating copies of the memorial for the signatures of the merchants of the city, but, so far as can be learned, he met with poor success. W. C. Black, Esq., president of the Cotton Exchange, was invited to head one of the papers with his official signature, but declined to do so, deeming it very imprudent on the part of the merchants of New Orleans to ask for the removal of the solitary dredgeboat which is keeping open Southwest Pass, for the purpose of putting it at experimental work elsewhere, and leaving Soutwest Pass to fill up—which it would do as a matter of course if the dredgeboat was to be removed.

Later in the day it was learned that a counter memorial had been prepared and was being signed by commission merchants and the ship masters in the port, protesting against such an imprudent act as Mr. Higby proposed.

With regard to the depth of water through Southwest Pass, it is a matter of record that the American ship Sam Skolfield, 1599 tons, loaded with over 5000 bales of cotton, and drawing eighteen feet four inches went to sea on the fifteenth instant without detention on the bar. On the same day the British ships Westfield and William Douglass went out drawing eighteen feet.

On the sixteenth instant, the British ship Pegasus, 1220 tons, and drawing eighteen feet eight inches, went over the bar, and also the Italian bark Alfa, drawing eighteen feet nine inches.

It is said that since the regulations governing pilots and vessels at Southwest Pass have been promulgated by Major Howell, under authority of a recent act of Congress, with the determination of all concerned to have them rigidly enforced, there have been very few instances of vessels grounding on the bar; in fact, it is stated that fewer vessels have stuck on the bar this season than have been known for thirty years.

On the other hand, the towboat soundings between the jetties, yesterday, showed thirteen feet of water at the shoalest point, and the official surveys of April 7, indicate twelve feet six inches at the same point. These soundings are made the same as all those reported by Captain Eads, on the plane of full high tide.

Amusements.

The Varieties Theatre was crowded last night from bottom to top, the occasion being the benefit of Mrs. Henrietta Chanfrau, manageress of the theatre. There was such an audience gathered as must have been gratifying to the lady, as it certainly was to her friends. The play was "Arrah-na-Pogue," an old-time success, so well acted that nothing need be said of that. Between the second and third acts Mrs. Chantrau was called, and the curtain went up on a parlor scene, which the floral offerings of the audience made almost a garden scene. As the lady was making a few remarks suitable to the occasion, the men in the flies over the stage—those mysterious beings who manage the thunder, draw up the suns and let down the clouds, make hail and snow storms—surprised her by a literal shower of rose leaves, appropriate and beautiful. The spectacular drama of "Monte Cristo," which the scenic artist has had in hand for many weeks, is now ready, and will be produced at the Varieties to-night. The prison scene, which sinks and is transformed to an ocean scene, and the palace of Monte Cristo scene, with conservatory and illumined gardens beyond, will be sights well worth seeing, aside from the merits of the interesting play as an acting piece. During the evening the Military German Band will play a few airs incidental to the progress of the drama.

Grunewald Hall was again full last night at the second regular concert of the German Military Band. This famous band from over the sea has captured the lovers of good music. The playing on brass and reed instruments is simply perfect. Every instrument is in tune, and the combination seems to be a unit of harmony, as the music swells, rises and falls at the will of the leader. The selections played last night were from Meyerbeer, Strauss, Rossini, Wagner, Schubert and other composers. The "Lonely Rose in the Valley" was given by four French horns, as if those instruments had souls. Mr. Gewert is a cornet soloist of great merit. Perhaps he lacks the tricks of the rapid and showy execution which makes Levy famous, but his toning is true and excellent. The closing potpourri showed in a single piece what a band can do. It brought the calm of the morning and sunrise, anon the crowing of cocks, the calling of cowherds, the opening of a fair, parade of the sharpshooters, barrel organs for a side show and music for a bear dance, then a galop and polka, a circus, a dismal story of murder told by a trombone, and the merry laughter of the reeds, which was very human, agreeable and surprising. Mr. Carl Beck is a handsome young man, who holds the will of every performer on the end of his baton, and he manages his men as if they were one huge instrument which he played upon, knocking down a bass drum with a sledge hammer, and lifting up a flute with a feather. The German band will give two more concerts at Grunewald Hall, Wednesday noon and night.

A grand concert will be given this evening, at St. Alphonsus Hall, for the benefit of the Sisters of Mercy, at which Mrs. D. H. Buckley and a number of amateurs will sing.

Levee Meeting in Iberville.

A meeting of the citizens of Iberville parish was held at the courthouse in Plaquemine on Saturday for the purpose of sending two delegates to the levee convention which is to meet in New Orleans on the nineteenth instant.

Mr. Michael Schlatre was called to preside, and Mr. Alex. Hebert was elected secretary of the meeting.

The president having stated the object of the meeting, the names of Ex-Governor Hebert and Edward J. Gay were put in nomination by J. Rills, Esq., and both gentlemen were elected.

Change of Time via the Jackson Railroad.

Trains by the above old reliable route leave their depot, at the foot of Calliope street, in the evening at four o'clock, with through cars to Cincinnati, St. Louis and Chicago, making the time to New York in sixty-three hours and thirty-one minutes, arriving there at 10:25 A. M., in time for all Boston connections.

The morning train leaves at 7:30, making close connections with all trains.

Trains arrive with mails at twelve noon and at 2:40 at night. There is but one change to New York, that at depot in Cincinnati.

The Temperature.

The thermometer at Louis Frigero's, No. 50 Chartres street, for the past two days stood as follows:

April 16—At 8 A. M., 60°; at 2 P. M., 80°; at 6 P. M., 70°.

April 17—At 8 A. M., 66°; at 2 P. M., 73°; at 6 P. M., 71°.

Lowest point during the nights of April 15 and 16, 48°.

TO THE PEOPLE OF NEW ORLEANS.

EDITOR REPUBLICAN:

It seems to the undersigned that the present is an occasion for every citizen to give his opinions in regard to any and all measures affecting the present and future prosperity of New Orleans, which may appear to him from the standpoint of his own interests to challenge investigation. Like most old residents of this city, he has found his small estate, upon which he had looked forward to subsist decently in his declining years, now upon him, "growing small by degrees and beautifully less," and without any very encouraging prospect of change for the better at a very early day.

He has studiously read the many theories, suggestions, reasons and dogmatisms which the poverty of the inhabitants, ironically called property holders, has elicited in the press; has reflected over the distress ascribed to misrule, carpet-bag extravagance and Radical profligacy, so-called; pondered over the panaceas for all public and private misfortunes gratuitously presented for acceptance by Democratic nostrum mongers; yet obtuse he must confess himself, for, after all this extraordinary teaching, he finds himself no nearer a reasonable solution of the problem of pauperism than ever.

He sought comfort and solace in the immaculate embrace of a "property owners' union;" was there enraptured by the oratory of Cicero from the bog of Allen, mystified by the incomprehensible logic of Caledonian Know Nothings and enlightened by appeals for "siller" by the patriotic chiefs of the association, who remembered the wisdom and duty of sending round the hat.

Notwithstanding, however, every disposition to become learned and wise in regard to the hard and undeniable facts, that property, improved and unimproved, was continually tending downward; that every description of business was daily becoming less and less remunerative; that the wages of clerks, of artisans, of draymen, longshoremen and laborers, of every shade of honest toilers, would, when obtainable, hardly keep soul and body together; that scarcely any joint stock company could get its shares to par, certainly no bank, except it was under a ring-master's manipulation, or make a fair dividend; that more than one street railroad was nearly in or on the threshold of bankruptcy, and despondency hung like a funeral pall over our city. Notwithstanding all these sad and undeniable facts, which none gainsay, he could get no one so wise as to give a reason fit to convince or a probable cogent cause for a total ruin that seems so near and inevitable.

The readiest, the easiest, and indeed the most general excuse for the deplorable position of this place was the state of its politics; and glaringly and unquestionably insufficient, as every sensible person knows this to be, it, only as being the nearest at hand, probably seemed to be all-sufficient.

He willingly admits that the system of misrule existing in city and State has aggravated the public distress, but is not the sole cause of it by any means; on the contrary, is very far from being chargeable with it, for although millions of bonds were fraudulently, venally and profligately issued, we all know the very Radicals who did this were also those who had an equal amount of indebtedness repudiated by the State.

He says the authors of the original dishonest proceedings were those who obtained the popular assent to the subsequent repudiation; but he ought to add that they took care not to limit the repudiation to the dishonest issues, but to use their funding process for the recognition of many of the more infamous ones while "scaling" the honest indebtedness to make the others salable.

But the issue of fraudulent bonds, and the repudiation of legitimate ones, does not really touch the question every citizen of New Orleans at this time is deeply interested in having satisfactorily answered.

It is—the universal distress being admitted and the ruinous shrinkage of every description of values being undeniable—what is it possible to do to retrieve the trade we are admitted to have lost, and to conciliate millions of valuable commerce naturally tributary here, but which by our supineness is now transported to other and alien and unnatural marts?

The Chamber of Commerce, as a potent means to the accomplishment of this end, indicated as one of the most needful and urgent measures the construction of a railroad to connect this city by rail and river with the northern portions of our own State and the eastern section of Texas.

Already three lines of road were running from this city, or contiguous to it, to make connection with the region mentioned, and the committee nominated by the Chamber of Commerce, which speedily merged itself into a board of direction, at once appreciated the needs of the situation, and instead of provoking hostilities that might be injurious to the great end in view, by commencing a fourth line to run from or near this city to Texas, concluded (wisely, as most men think) to commence at Alexandria, where there is deep water all the year round, and build northward, trusting, reasonably and rationally, that one or more of the lines now existing would furnish by the time their work was done the connecting link so important, which would give us a continuous road from New Orleans to Marshall, Jefferson and Shreveport.

It is said by the opponents of all railroads that this plan of proceeding can not succeed, and ought not to be attempted, inasmuch as it may, by possibility, happen that the New Orleans Pacific railway, which is to supply the railroad hiatus between Alexandria and Texas, may be constructed before Morgan's, or the Mobile and Texas, or the Bayou Grosse Tete road can be pushed to a junction with its initial line.

The undersigned attaches very little importance to all objections emanating from parties animated by the opinions expressed in the petition for any injunction to restrain the city administration from ordering an election to be held to ascertain whether or not the people of this city are willing to tax themselves for the construction, in part, of the New Orleans Pacific, which few deny to be vital to our commercial salvation; and none worthy of a particle of consideration regards as other than of first rate importance. The injuctionists represent a very large amount of foreign capital, doubtless, and naturally their principals have neither motive of pride nor public spirit to inspire their patriotism; while of the domestic ones, it is safe to affirm that although they may own a great deal of property, real and personal, they are no friends to any enterprise which does not promise a direct and immediate profitable return on the investment.

The undersigned, in this connection, was curious enough to inquire to what extent the injunctionists had invested in the stock of the New Orleans Pacific railway, and was not surprised to find that, although they ostentatiously aggregated for themselves millions of taxable property, their entire interest in the magnificent home undertaking amounted to just seven shares!

Is it to be wondered at, then, that these gentlemen have sued out an injunction to restrain the people of this great, intelligent and influential, if afflicted and humiliated, community from voting whether they will or will not tax themselves for the beggarly sum of two per cent of their property to avert the ruin which all see to be impending over their homes?

Is it true, as the orators of the injunctionists would have their gullible auditories believe, that the merchants, the shopkeepers, the professional men, the clerks, the artisans, the manufacturers, the laborers of this suffering city, are communists and brigands because they dare to demand the right of American citizens to impose a tax to save their properties from ruin, their families from destitution and the thousand temptations which infallibly follow poverty and want?

If such a doctrine can prevail, why these injunctionists, who are wallowing in their millions, as they represent, will stigmatize as communists and brigands the imposers of taxes for your public schools, your hospitals, your various generous and benevolent institutions, which constitute the refuges of suffering, misfortune, abandonment and moral despair.

The subscriber is one of the multitude who will not approve the action of the injunctionists, for he can not shut his eyes to the continued steady deterioration of this city; its daily increasing number of houses for rent, from the purlieus of the St. Charles Hotel, of which prosperous company Mr. John G. Gaines is president, to the extremest and humblest suburb of this once prosperous and happy parish. Neither can he shut his ears to the never-ending complaints of every class of business men, and workmen, and professional men, that there is no remunerative work or business to be done, and that unless a new and reciprocal trade with the interior can be created, this deplorable state of things will continue until finally the population must diminish, according to the infallible rule, to a number proportioned to the means of existence.

In conclusion, the subscriber would implore the thousands who belong here, whose families were born, reside and will probably die here, as his own in all likelihood will, to reflect well about this New Orleans Pacific railroad before they refuse it support, and particularly to bear in mind that the only question is whether they shall save their city or leave it to persons like the injunctionists to deal with.

SMALL PROPERTY OWNER AND SUBSCRIBER TO THE N. O. P. R.

The Engineers and the Jetties.

The question of the South Pass jetties has caused a division of sentiment among engineers of all grades, and the best light the unlearned masses can get is evolved from the friction of great minds. Mr. Eads has developed many theories of late which have challanged attention by their originality. Their practicability is a matter to be demonstrated hereafter. In this connection, the following communication is presented:

VICKSBURG, Miss., April 15, 1876.

EDITOR REPUBLICAN:

There is a great difference of opinion between the most distinguished engineers as to the benefit to be derived from the jetties. Among those who believe that the jetties will prove successful we find Captain Eads, Sir Charles Hartley, General Alexander, Major Comstock, Professor Mitchell, T. E. Sickles, W. M. Roberts, H. D. Whitcomb, G. W. R. Bayley and many others, and the jetties have received the favorable approval of the American Society of Civil Engineers.

On the other side, those who believe the jetties will never be a permanent success are General Humphreys, chief of United States engineer corps; General Wright, Colonel Abbott, Major Howell, and the majority of the United States engineer corps.

The question involves more than the success of the jetties, for it is a contest between the civil and military engineers of the country, and an attempt on the part of the civil engineers to obtain and control the internal improvement of America. If the jetties prove successful they will deserve it, and it will clear the way for those wonderful improvements which Captain Eads so ably described in his letter to the New Orleans *Times*, where he proposes to set Cairo on a hill, free the valley from inundation, and give thirty feet of water to the Gulf.

In July, 1874, a board, consisting of six engineers, was appointed to report on the improvement of the mouth of the Mississippi river. Two of the members visited the Vistula, the Danube and the Rhone in Europe, and the board reported as follows:

"At the Vistula, after vain attempts for many years to improve the natural mouth, the river formed a new outlet, and the old one, turned into a lateral canal, has long given the needed water way to the important port of Dantzic.

"At the mouth of the Danube, after the canal system and the jetty system had each been proposed by eminent authorities and neither adopted, as a final plan, in order to do something, to try feeble jetties as a provisional scheme. The results were for better than the engineers expected, and the jetties, made permanent, give an admirable outlet to the Danube to-day.

"At the mouth of the Rhone, the engineers, after trying for many years to secure a good outlet by dykes, which never reached the bar, abandoned that plan and built a lateral canal, which is more than adequate for the wants of commerce."

From this it will be seen at the Vistula the jetties proved a failure and the canal a success. At the Danube, which is not a delta river, but the bar formed by sand waves, the same as at Galveston, the jetties were successful. At the Rhone the jetties again proved a failure and the canal a success. The board state the dykes never reached the bar, and for a good reason: the bar always kept advancing seaward. Before the jetties were commenced the bar advanced yearly seventy-six feet; during the work on the jetties it advanced 6233 feet; before the jetties commenced, 6000 feet from the bar seaward it was 90 feet deep; when the jetties were abandoned it had shoaled up to eight feet six inches. It was like following the *ignis fatuus* in the swamps; as they were about to grasp the glittering prize it disappeared in the distance; or, to use a more homely illustration, like the jackass over whose head its rider held a bunch of of hay, no matter how he galloped the tempting bait was always a little ahead. After spending 1,500,000 francs on the Rhone, Mons. E. Malezeiux, engineer-in-chief, reported:

"As it has been proved that the works which have been executed have not produced upon the bar of the Rhone the deepening which the wants of navigation required, and that there was every reason to conclude that in following the adopted system of jetties a definite improvement in the condition of the entrance could not be effected, it was believed that any further attempt to deepen the entrance to the Rhone should be abandoned."

On this evidence the board state: "The result of these examinations abroad has been to largely strengthen their estimate of the value for jetties at the mouth of the Mississippi river," and the board recommended the jetties in preference to the canal, with the exception of General Wright, United States army, who states: "As the ship canal project does, in my judgment, offer reasonable chances of success, I must give it the preference over the jetty project recommended by the board." With respect to the canal the board state: "The board is therefore of opinion that the canal can be built at the estimated cost, $11,514,200."

On March 3, 1875, Congress passed an act authorizing Captain Eads to build the jetties, payments to be made as follows:

A channel 200 feet wide and 20 deep	$500,000
A channel 200 feet wide and 22 deep	500,000
A channel 250 feet wide and 24 deep	500,000
Above maintained twelve months	250,000
A channel 300 feet wide and 26 deep	500,000
Above maintained twelve months	250,000
A channel 350 feet wide and 28 deep	500,000
Above maintained twelve months	250,000
A channel 350 feet wide and 30 deep	500,000
Above maintained twelve months	500,000
Keeping open channel 350 feet wide and 30 deep, $100,000 per annum for twenty years	2,000,000
Total	$6,250,000

On the eleventh of June, 1875, the jetties were commenced, under the most favorable circumstances. In charge of the work was an engineer whose fame, through his splendid success with the St. Louis bridge, had become world-wide, and who is certainly the most skillful financial engineer in America, assisted by the eminent levee engineer, Mr. Bayley, and others as distinguished, aided by Captain Andrews, one of the most successful and energetic contractors in the country, backed up by the St. Louis capitalists, with a government officer for inspector, whose reputation was pledged for the success of the jetties, and the magnificent reward of $6,250,000 on accomplishing their labors. The work has been energetically prosecuted for over ten months, and what is the result? In the fall of 1875, Mr. Bayley gave a carefully written account of the work, and stated they were certain to have twenty feet of water by Christmas. Perhaps Mr. Bayley will explain the cause of the failure, and also the difference of opinion between Captain Eads and himself. Mr. Bayley states: "Good levees, built and maintained and guarded as they should be, under a well regulated general government system, can be relied upon, as Humphrey and Abbott say, for the reclamation of the whole valley, and there is no other remedy possible." Captain Eads states: "These opinions form the basis of the plan and recommendation of the levee commission. As the improvement I am conducting at the mouth of the Mississippi is based upon views precisely opposite, it is not surprising that the chief of engineers of the United States army believes the jetties at South Pass will be unsuccessful." According to those two distinguished authorities, if the jetties succeed the levees will fail, if the levees succeed the jetties will fail, you pay your money and take your choice. I give another opinion by Mr. Bayley. Speaking of the Southwest Pass being the natural outlet of the Mississippi, he states: "There need be no apprehension of the loss of this (Southwest) pass by its extension either by jetties or otherwise, for it is almost certain that the whole river will in time seek this outlet and close up all others." Then, according to Mr. Bayley's opinion, South Pass instead of having 30 feet of water, in a few years will be "closed up." On the fourth of March the bark Atwood, drawing thirteen feet two inches, tried the South Pass, and was only saved from becoming a wreck by being dragged through the bar. In March Colonel Hardee reported the depth at eleven feet; Captain Cowdon reported thirteen feet; on March 23, Captain Bailey, bar pilot, reported fourteen feet five inches deep, fifty feet wide, outside that eleven feet, and yet he could take a vessel through drawing sixteen feet. He must be a gilt-edged pilot. Captain Eads claims fifteen feet, but does not give the width. From the above information we believe that there is not a channel 200 feet and over eleven feet deep. The Board of Engineers gives lowest depth on South Pass before jetties commenced at seven feet, to which Major Comstock states one feet seven inches must be added for flood tide; then eight feet seven inches from eleven feet leaves increased depth caused by jetties, two feet three inches; and this result, after an expenditure of $300,000, and the jetties nearly completed. We maintain this result might have been accomplished, without a single yard of jetty built by the almost unprecedented flood now pouring down the Mississippi, and which always deepens the passes during the spring freshets, and again shoals up in the low water season when the effects of back water are felt as high as Baton Rouge. On March 31 Captain Eads stated: "At the head of the passes, twelve miles above, there is 16 feet of water over a shoal 2500 feet long." Before the jetties commenced the board stated: "There is a shoal at the head of South Pass with but 17 feet of water on it. At present this shoal is scouring out." Add 1.7 gives 18.7 deep; then, according to this, since the jetties commenced the scouring has ceased and shoaled up 2.7 feet. Captain Eads states that one of the government dredgeboats could cut down the present shoal in a week and open out a twenty-foot channel. This we doubt; but they certainly could have deepened the channel 2.3 feet in a few weeks, the increased depth supposed to be due to the action of the jetties.

The board of engineers state that South Pass is 12.9 miles long, and Southwest Pass 18 miles long, thus Southwest is 5.1 miles further into the gulf than South Pass, and Major Howell with the steam dredges McAllester and Essayons takes advantage of the strongest current flowing out to deepen the bar and carry out the sediment, and he has found no littoral current, for the sediment is dropped outside the bar. Captain Eads must extend his jetties 5.1 miles before he has the same advantage as Captain Howell, and even then will find no littoral current, upon which the success of the jetties entirely depends.

I now refer to the peculiar letter of Captain Eads to the Secretary of War, stating as thirty feet of depth will in all probability be secured before or soon after the present session of Congress, he requires him to be prepared with the stamps, and, as bonds are much higher than greenbacks, with a generosity unexampled in these degenerate days, he will take the greenbacks. That letter was only intended for a vigorous shaking of the hay for the benefit of the St. Louis stockholders. Major Comstock is appointed to inform the Secretary of War as to the progress of the work, and he is not of opinion, judging from a late report, that any payments will be required at all. He states: "Should Captain Eads try various methods seriously affecting South Pass, an immediate survey would be of great value, especially in case the work should be abandoned by him on account of its difficulties being greater than he supposed." Major Comstock once believed the jetties would prove successful, but it seems he is becoming doubtful.

I now quote from letter dated St. Louis, April 8, from the secretary of the Jetty Company, in answer to Captain Cowdon, and let the New Orleans merchants read and ponder: "He is only harping after Humphreys, Howell and Newton, that the bar will so reform as to require an extension of the jetties. But this has nothing to do with the Jetty Company stock. None of these regular engineers have denied that the channel depth could be produced, and this is all that concerns the jetty stockholders, who are to be reimbursed and receive their profit from the first three payments. Beyond twenty-four feet depth the Jetty Company stockholders have no interest." This statement does credit to the secretary's candor, but says little for his discretion. It seems the company expected that by the sudden concentration of the water by means of jetties a depth of twenty-four feet would speedily be obtained, at a cost of about $400,000, and they would receive in payment $1,500,000, making a profit of over $1,000,000, when they would have no further interest. If the bar formed again outside it would be none of their business, and New Orleans and the jetties might go to the devil. This is a right smart speculation, but unfortunately for the company there is a clause in the jetty bill which blocks this little game. As there is no littoral current, and it is fast shoaling up outside the bar, the jetties can never be permanent, and if they had 24 feet to-day, and water shoaling in advance, they would not be entitled to a single payment. I quote from the jetty bill: "And in case the said commission shall report that the works are being constructed upon a design that will not be of a substantial and permanent character when completed, all the facts in the case shall be laid before Congress at the earliest possible moment, and payments upon said works shall be suspended until Congress shall otherwise order."

The Mississippi valley is capable of containing and sustaining the whole of the inhabitants of America, but unfortunately her interests have been made the football of speculative engineers and rascally levee contractors, and there is no lover of his country who can view to-day her situation without emotion. The ships bearing her products to foreign countries lie stranded on the bar, and the country near Memphis is overflowed for a width of thirty miles, threatening in a few days to inundate the planters in Mississippi and Louisiana, so that the country may again be startled by the wailing, despairing cry of the inhabitants of this fruitful valley: "Give us bread, or we perish," and which was so nobly responded to by Congress, and by Boston and other cities in 1874.

For the continuation of this condition Captain Eads is responsible. He has received greater honors than any other engineers in America, the laudations of the press, the applause of the people, and the government has rejected the advice of its own engineers and taken his own in preference. He now stands on trial, and in six months his fate will be decided! When he fails, those who now oppose his views will not be the ones to question his motives.

The jetties prevented the building of the ship canal, which has never been doubted would prove successful, and Captain Eads' opposition to the levee system recommended by the levee commissioners, has defeated for the present the system being adopted by Congress.

Captain Eads, in his letter to the New Orleans *Times*, proposes to close all the mouths of the Mississippi, except South Pass, and by a system of "cut-offs" place Cairo on a hill, free the valley from overflow, and give 30 feet to the gulf. He should view the destruction caused by the cut-off at Devil's Elbow, near Memphis, and this might change his opinion. His letter is worthy of a page in the "Arabian Nights" entertainment, or an article from the pen of Baron Munchausen, but viewed from a scientific standpoint it is simply a burlesque on engineering.

The United States engineers offer to perform no miracles or speculative engineering, but recommend plans adopted after long study and based on stubborn facts, and which have proved successful wherever tried, they tell us that in five years and at a cost of $60,000,000, by means of ship a canal and a system of levees they can free the valley from inundations and give twenty-seven feet of water to the Gulf, and as a guarantee of their ability to perform what they recommend examine the internal improvements in the country made for the past thirty years under their direction, and which are unequalled by any other country in the world. They have never swerved from their opinion that the jetties would prove a failure and by their opinion let them be judged and their record will stand out brighter and clearer than before.

I would rejoice should the jetties prove successful, but my experience leads me to judge otherwise. I believe Captain Eads and his associates to be gentlemen, having far more honorable motives in view than their secretary would lead us to believe. It has been my fortune in life to have spent many months at the passes, to have seen the failure of the jetties in Mobile bay under General Bragg and the success of the jetties in Galveston bay under Mayor Howell and also examined improvements made on rivers in Europe, and after a close study of the works at the jetties, I believe that 20 feet of water will never be obtained under the conditions required by the jetty bill, that every dollar expended by the stockholders will be lost and the jetties at South Pass prove to be the greatest engineering failure of the age.

ALLIGATOR.

[Communicated.]

The Jefferson Parish Fisheries.

NEW ORLEANS, April 17, 1876.

EDITOR REPUBLICAN:

I have noticed in your issue of August 6, 1875, an article headed "The War of the Fishermen," in which your informants are libeling the entire population of the fifth district of the parish of Jefferson, etc.

We did not answer to that article at the time, because we are in court for those alleged offenses, and that we have faith in the laws of our country and hope for redress and justice.

I notice again in your issue of April 13, 1876, one article headed "Those Cheniere Men Once More," in which facts are so grossly misrepresented and the character of the people at large so much injured, that patience has ceased to be a virtue, and our silence would be concidered as a crime, and that in justice to all parties concerned we beg you to publish this as our answer.

1. We deny all and singular the allegations, civil and criminal, which have been made against us; we hope to be tried in accordance with law, and demand nothing but a fair and impartial trial.

2. We demand the right to sue as well as being sued; ask nothing but that the laws of the State be put in force, and the protection of our rights as citizens, and are ready to stand prosecution.

But we refuse to be persecuted, harrassed and blackmailed by dishonest officials and perjurers, who, as the case now stands, and as evidence will show on trial, are perpetrating upon the inhabitants of our district the most infamous outrage ever perpetrated upon the people of Louisiana.

Let it be known that the point of difference between ourselves and our opponents, is this: We contend that they are wrong in fishing oysters during the time of reproduction, in violation of article ninety-one of the session of 1871.

But we do not hinder or prevent them to fish in proper season. We hold that everybody has a common right to the fisheries in accordance with law.

In conclusion, Mr. Editor, we hope for the publication of this, our answer, so that the public mind may be dispelled of the shameful charges bearing upon our honesty, and a fair judicial investigation be had. Hoping for that act of justice, I remain, sir, respectfully,

F. COLLIN.

The Races To-Day.

The sports at the Jockey Club race course will commence to-day with a dash of three-quarters of one mile, for all ages, in which there will be seven starters. The second race is for four-year-olds, two-mile heats, which will bring out Mollie B., Volcano, Pompey's Pillar and Nannie F. The third race will be one mile, with 100 pounds on others than three-year-olds.

The pool selling at Hawkins' last night showed bids in the following order, indicating the backing and favorites: First race, Osseo, $140; Verdigris, $90; Springlet, $80; Tom O'Neil $40; Altore, $20; Asterlite and Mollie B., $10. For the second race, Pompey's Pillar, $340; Volcano, $150; Nannie F., $52; Mollie B., $15. Third race, Survivor, $270; Kilburn $260; Puss Broadnax and Captain Hutchinson, $50; Captain Reeder, $42; Falmouth, $15. Much interest was manifested in the pool selling, and the prospects for a large attendance at the races are good.

Political Matters.

At the convention held at Natchitoches on Saturday last, the following named delegates were elected:

To the Congressional Convention to meet in Shreveport, May 23: D. H. Boullt, Sr., T. Moneth, J. G. Lewis, S. Van Deuzen and E. Ezernack.

To the State Convention to meet in New Orleans, May 30: Raford Blunt, E. Ezernack, H. C. Meyers and D. H. Boullt.

To the State Convention to meet in New Orleans, June 27: D. H. Boullt, W. H. Tunnard, S. Van Deuzen and H. C. Meyers.

It
Is fatal to
Procrastinate. Procrastinate.
Buy a ticket Buy a ticket
At once. Golden At once.
Only two Drawing. Only two
Weeks left. Weeks left.
It draws. It draws.
Opera House,
April 29.

BY TELEGRAPH.

CONGRESS.

Senate.

WASHINGTON, April 17.—The Committee on Privileges and Elections introduced a resolution paying Pinchback regular salary from the commencement of the term for which he was elected to the time of his rejection. Placed on the calendar.

After further unimportant business the impeachment court resumed its session, and the usual proclamation was made. Carpenter, Black and Blair attended Belknap as counsel. The minutes of the former session were read, and after other preliminaries the Sergeant-at-Arms made proclamation as follows:

"W. W. Belknap, W. W. Belknap, W. W. Belknap! Appear and answer the articles of impeachment exhibited against you by the House of Representatives of the United States.

Carpenter arose and said: "Mr. President, W. W. Belknap, a private citizen of the United States and of the State of Iowa, in obedience to the summons of the Senate, sitting as a court of impeachment to try the articles presented against him by the House of Representatives of the United States, appears at the bar of the Senate, sitting as a court of impeachment, and interposes the following plea which I will ask the Secretary to read and ask that it be filed."

The Secretary then read as follows:

In the Senate of the United States, sitting as a court of impeachment—The United States of America vs. William W. Belknap upon articles of impeachment of the House of Representatives of the United States of America of high crimes and misdemeanors.

And the said W. W. Belknap named in the said articles of impeachment comes here before the honorable the Senate of the United States, sitting as a court of impeachment, in his own proper person, and says that this honorable court ought not to have or take further cognizance of the said articles of impeachment exhibited and presented against him by the House of Representatives of the United States, because he says that before and at the time when the said House of Representatives ordered and directed that he the said Belknap should be impeached at the bar of the Senate, and at the time when the said articles of impeachment were exhibited and presented against him the said Belknap by the said House of Representatives, he the said Belknap was not nor hath he since been, nor is he now an officer of the United States, but at the said times, was ever since, hath been and now is a private citizen of the United States and of the State of Iowa, and this he the said Belknap is ready to verify. Wherefore he prays judgment whether this court can or will take further cognizance of the said articles of impeachment.

W. W. BELKNAP.

The managers were granted until Wednesday to consider what replication they should make to the plea. The court adjourned to one o'clock Wednesday. The Senate discussed the pavement bill to adjournment, after the court had fully organized by swearing in Senators who were absent before.

House.

The House resumed the habeas corpus. Immediately the proceedings were interrupted by the whole House proceeding to the Senate to make a formal impeachment.

Mr. McCrary argued that if the court exceeded its authority the House had the remedy in its own hands, and could present articles of impeachment against the judge; but if the House trampled on the rights of the court and of the citizen, there was no power anywhere to call the House to account. The argument was throughout of a legal character, and generally dull.

Mr. Tucker, of Virginia, proposed an amendment to the resolution reported by the majority of the Judiciary Committee, directing the Sergeant-at-Arms to appear by counsel before the court and to make a motion to quash or dismiss the writ, or to take such other procedure as he should be advised, to raise the question of the legality and propriety of the issue of the writ on the facts stated in the petition and complained, and as preliminary to any return to the same, and that in the meantime he retain the custody of Kilbourn's body, and not produce it without further order of the House.

He declared himself satisfied with the legality of the question asked of Kilbourn by the comittee, and of the action taken by the House on the subject, and he was satisfied that any court which respected law and precedent would remand the custody of Kilbourn to the House, and he was so well satisfied that the American and English precedents sustained that position that if any judge should decide otherwise he would bring himself very nearly within the alternative or dilemma of either knowing nothing about law or of corruptly defying it.

Mr. Garfield, of Ohio, suggested that in the Irwin habeas corpus case last session where the same course was resorted to as the gentleman from Virgin