

DAILY DEMOCRAT.

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Official Journal of the City of New Orleans.

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GEORGE W. DUPRE & CO., PROPRIETORS.

GEORGE W. DUPRE, JOHN AUGUSTIN, M. J. HEARSEY, ALBERT G. JANIN.

H. J. HEARSEY, EDITOR.

NEW ORLEANS, OCTOBER 28, 1877.

The DEMOCRAT publishes to-day, and will on every Sunday morning hereafter publish, the official list of letters remaining in the New Orleans Postoffice.

We publish elsewhere a letter handed us by Major Columbus Allen, in which Mr. Charles E. Slayback very cleverly defends the position taken by him before the St. Paul Convention. An our correspondent is far from entertaining any personal animosity toward the accomplished writer of this epistle, and only mentioned the episode with which his name is connected in his letter to the DEMOCRAT as a matter of history which the people of New Orleans had a right to know, we cheerfully give him this opportunity of explaining himself to his friends and fellow-citizens.

Friday morning the New York Associated Press dispatches announced the marriage in Washington of Mr. Edward Janin and Miss Helen Morse. The bride is the beautiful and accomplished daughter of the late Hon. Isaac E. Morse, formerly of this State, and a cousin of Gov. Nichols. Mr. Edward Janin is an eminent lawyer of Washington City, a brother of Albert C. Janin, Esq., our esteemed friend and associate, and son of the late Louis Janin, a lawyer of the New Orleans bar and of great distinction throughout the Union. We tender our cordial congratulations to the happy pair and wish them happiness and prosperity through life.

Our telegram yesterday announced that there were five appointees of Collector King before Secretary Sherman for confirmation. Three were confirmed, two were rejected. The names of the appointees are given in our telegram; they are all well known Republicans. The two rejected were Democrats and sons of two notable Conservatives so-called, who have heretofore acted with the Democratic party. The claims of these young gentlemen, who were perhaps the worst of King's nominees, were backed by a number of Conservatives; but Sherman was proof against all their arguments and refused to consider them as eligible to places in the Custom-House.

In an article which appeared in the New Orleans Times, of October 14, headed "Affairs in Mississippi," the following appears, referring to our country alleged to have been committed in Pike county:

We have the authority of gentlemen who were present at the interview for the statement that Gov. Stone was requested to authorize the formation of a company in State militia by the citizens of Oxyke, and that he refused to grant the permission. In fact, he declined to take any action whatever until after the election.

We are authorized to state that there is not the slightest semblance of truth in the above extract, nor was there ever the slightest foundation for the two statements made, or the either of them.—(Jackson) Clarion.

Of course there is not a word of truth in the story. It was scarcely necessary to say that, however, when the Clarion had quoted the paragraph and given the New Orleans Times as its author.

The press convention, called to meet in Baton Rouge early in this month, was a failure, and the few members of the press who were present have issued a call for the convention to assemble in this city early in November. We take the liberty of suggesting to our contemporaries of the country press that they agree to defer the meeting until the time fixed for the meeting of the immigration convention here. Most of the editors of the country papers will be delegates to the immigration convention, and all of them should be in attendance, as the people must depend largely upon the press to carry out the immigration scheme. By pursuing this plan the success of the press convention will be assured, and the assemblage held at a time when it will be most convenient, pleasant and profitable for our country contemporaries to be here. Of course, they will be most cordially welcomed at any time they may select to come, but we suggest this as perhaps the most convenient arrangement for them.

THE EADS-COWDEN CORRESPONDENCE.

A correspondence, marked by much asperity, is just now being carried on through the columns of the Memphis Avalanche, between Capt. James B. Eads, the jetty engineer, and Capt. John Cowden, the head of the Barataria Canal scheme.

This correspondence was opened by Capt. Cowden in a very vigorous attack upon a recent letter of Capt. Eads to the president of the jetty company, which has been very generally printed in the newspapers. In his epistle Capt. Cowden charged that Capt. Eads did all in his power to defeat the passage through the Louisiana Legislature, at its last session, of the bill chartering the Barataria Canal Company. This charge Capt. Eads denies, and in denying it makes the following most extraordinary statements:

I was asked by several gentlemen of influence in New Orleans last winter if I did not wish to defeat his charter, and I was assured by them that they would prevent the passage of the bill if I thought it would injure me.

I was never in the Legislature that passed his [Cowden's] charter, but was assured by some of the members whom I met casually at the St. Charles Hotel that they would prevent the passage of the bill if I thought it would injure me.

We do not propose in this connection to discuss the merits of the jetties; they have, so far, accomplished wonderful results; the weight of popular opinion is in their favor, and we entertain ourselves a sincere and deep-rooted hope that they will accomplish all that their distinguished projector has predicted. It is, therefore, in no spirit of hostility to the great work Capt. Eads has in hand that we say, that the statements quoted above are humiliating to this State. Private individuals are at perfect liberty to act in matters of public interest either upon their own investigation or judgment, or to rely for their opinions upon other persons in whom they have more faith and confidence than they have in themselves. The several "gentlemen of influence" therefore, who offered on their faith in the

divinity of Capt. Eads to use their influence at his dictation to crush out a great enterprise calculated to benefit the State and the Mississippi Valley, and which could by no possible means injure the jetties, are accountable to nobody, because they represented nobody but themselves. But we are curious to know who were those super-sensible members of the Legislature and those supple members of the New Orleans press who, representing the people of Louisiana, were ready and willing, without a full and thorough investigation of the two enterprises, at the dictation of Capt. Eads, immensely interested in the jetty enterprise, to defeat a charter for the Barataria canal, which asked not a dollar of the State or the National Government, and which has respectable and weighty authority in testimony of its feasibility?

Gentlemen who were ready in the Legislature to act thus at the bidding of Capt. Eads may be, and we doubt not are, men of integrity of purpose; but we submit that they do not belong to that class of men of stalwart brain and independence of purpose, and those intense and vigorous propensities for investigation which should, in these times, characterize legislators for this ring, job and monopoly ridden State.

Capt. Eads' statement in relation to our members of the Legislature, we confess, astonishes us much; but that members of the New Orleans press were on hand to do his bidding and crush the Barataria canal scheme, or any other scheme that he or any other capitalist might order them to crush, astonishes us not in the least. But none the less is Capt. Eads' statement a fearful commentary upon New Orleans journalism. An editor of a newspaper, more than members of the Legislature, more than members of Congress, less only perhaps than members of the judiciary, should investigate, act and think for himself, and independently of the dictation of all outsiders, and especially independently of the will, wish or dictation of parties interested in the matter he is called on to pronounce upon. Yet, we are told by Capt. Eads, a man of high, nay, of illustrious position, that the proprietors of New Orleans papers crawled and crouched at his feet, begging, in a matter that concerned the interest not only of Louisiana, but of the whole Mississippi Valley, to do his supreme bidding and strike down, if he desired it, an enterprise which, whatever we or others may think of it, has the indorsement of men of ability and science.

We discuss this matter irrespective of the merits of the jetty and canal schemes, and solely because we believe the Legislature and press of the State should be absolutely exempt from the influences of the projectors, managers and capitalists of all companies and enterprises, however beneficial those enterprises may be in themselves. The railroad system of Pennsylvania is an excellent thing, but it is a disgusting shame that the railroad managers own the Legislature and carry two-thirds of the editors of that State in their pockets. The jetties are, we have no doubt, a great institution, destined, indeed, to be of incalculable benefit to the Mississippi Valley; but they will find us, and in all right thinking men, uncompromising opponents whenever their projectors and managers assume to dictate, or are able to dictate, the course of members of the Louisiana Legislature or to control the press or any part of the press of the State.

RAILROADS AND IMMIGRATION.

There is a perfect unity of sentiment and ideas among all intelligent citizens of Louisiana as to the great need of a larger population of producers and cultivators of the soil in this State, and in the belief that we have a larger area of rich cultivable land to be profitably filled by such immigrants than any other State of the Union or any part of the Christian world. Hence the interest and enthusiasm evinced among our citizens in every movement looking to the encouragement of immigration.

The only difference is as to the practical methods of promoting this general sentiment and desire of our people. Without entering into the discussion of these methods and the opposing views thereon, we believe that all reason and experience will concur in and confirm this proposition: That facilities for cheap and rapid transportation are conditions precedent to the successful development and enjoyment of the vast benefits and profitableness of our abundance of rich land. It will be vain to exhibit to people abroad, who desire to emigrate and settle in fresh, new and rich lands, the immense agricultural wealth of this State, and those many other great advantages of cultivation of our soil, unless at the same time we can assure them of easy, quick and cheap modes of transportation to good markets and of communications with the outside world. Mr. D. Dennett has rendered great services to our State by his able and graphic descriptions of these immense resources, of the various, indeed of every part of our State. But of what avail are these to attract labor and immigration to these localities if we cannot afford, to this labor and immigration, those means of transit and travel which have developed countries so far inferior to ours. Hence these zealous champions of immigration, who urge quite superfluously as an argument in behalf of this movement, that it will promote our railroad enterprises, put the cart before the horse, or at least put one horse behind the other instead of harnessing and driving them *pari passu* with population and immigration.

Railroads must precede or move *pari passu* with population and immigration. The immigrants who come to this city to inspect and locate in the rich lands described by Mr. Dennett must find here ready and cheap access thereto; they must be enabled to traverse the whole section of country, every portion of which presents to them some rare attraction for investment and cultivation. Alas! in our present circumstances we have no such facilities. The best portion of the State is without such means of access and communication. Take, for instance, the route of the New Orleans Pacific railway. There is not in the United States a richer, more productive and beautiful country, nor one which is more difficult of access and more isolated from markets and commerce. For two hundred miles of this route the land is of inexhaustible fertility, above overflow and capable of producing all the great staples and fruits of our soil and climate. A million of people could find abundant resources and highly remunerating employment for labor through this whole region. A railway traversing this country would in a few years enable this region alone to augment twofold the product of sugar and cotton of the whole State and at the same time to raise all the subsistence and luxuries demanded by a rural population. There are over a million of acres along this route which belong to the govern-

ment and are unsalable on account of their inaccessibility. Let these be placed in railroad communication with this city and there would be a rush of people to this country, and the lands would be in great demand. The same remarks would apply to other portions of our State. But for the present we confine ourselves to the only railroad enterprise now in process of construction and demanding the urgent attention of our people and the aid of our capitalists. The completion of this road will prove the most efficient method of promoting the object of those who with such commendable zeal and public spirit are urging upon our citizens the great need and importance of a larger immigrant population, and who present to the people of other States and countries the noble field which this State offers to labor, enterprise and profitable investment.

A CHAIR OF GASTRONOMY.

The vast strides the present generation has made in most things conducive to comfort and luxury are not more wonderful than its neglect of some of the arts, absolutely essential to human health, happiness and longevity. Among the most notable of these neglected arts is that of cookery. While we have built railroads and telegraphs, made wonderful discoveries in science and inventions in mechanics, accumulated wealth, adorned our cities and made luxurious our homes; while we have devised everything that ingenuity could invent or wealth purchase to make gaudy our exterior surroundings, we have continued as uncomfortable and miserable as our progenitors, and stupidly because we have failed to intelligently cultivate that art, or rather science, upon which more than upon all other things the health and happiness of our being depend. Indeed, so far from cultivating and developing that science, we have permitted it to degenerate into a wretched sort of necromancy, practiced by stupid and ignorant creatures, who convert the rich and delicious viands God has provided for our consumption into gross, indigestible and diabolical concoctions which we must swallow or starve to death.

If it be true that the human race is deteriorating under our civilization, it is because there are so few cooks who understand the science they pretend to practice. Dyspepsia, cholera morbus, indigestion and a multitude of other diseases which scourge civilized society are aggravated, if not caused, by bad cooking. Is there any man of middle age who has not noticed that there are now fewer beautiful and robust women on the streets and in society than there were when he was a young and sentimental man? What is the cause of this decline of female beauty? Undoubtedly bad cooking; indigestible food; grease, frying pans and heaven knows what other instruments and concomitants of human tortures.

Is it not a recognized fact that men are more irritable, impatient and miserable than they were formerly? What is the reason? Bad cooking and irregular meals. And we might go on and enumerate all the miseries of our present civilization and refer them, without the fear of contradiction, to this one cause—bad cooking.

If then, as is obvious, all the misery of our age is traceable to this evil, is it not time that philanthropists, nay, the press and legislators of the country, were taking steps to remedy it? We certainly think so; and, thinking thus, we have given the subject much thought. We have written somewhat thereon, and our city editor has essayed in a feeble but ineffectual way to say something about the subject. Of course we do not wish to dictate; but it seems to us that the best, in fact the only way to remedy this terrible evil, which is praying upon the vitals of society, is to elevate cookery into one of the learned sciences; establish a chair of gastronomy in all our colleges, male and female, and place the practice of cookery on a level with, if not above the practice of theology, law and medicine. It should in justice be superior in rank and esteem to all these, for it would prevent many or nearly all the evils these are desired to correct.

Hungry or ill-fed people, people with their stomachs full of boarding-house hash, hotel fried beef, restaurant slop soup, are naturally inclined to wickedness of all descriptions. However plausibly they may be inclined, they cannot, with their stomachs thus saturated or empty, preserve that serenity of mind and temper which elevates and sanctifies our fallen nature. Hence if we had cooks thoroughly trained in their science there would be infinitely less labor for the preachers, for there would be infinitely less sin in the world. In the second place, if people were well fed with delicious, well cooked food there would be fewer law suits, fewer robberies, fewer murders, etc. Men thus fed are disposed to be kindly and content, and kind and contented people are willing to settle all disputes amicably and they seldom commit criminal excesses. Hence, good cooking would prevent most of the disagreeable things which it is necessary to have lawyers and courts to settle.

Finally, as to doctors: Furnish mankind with an abundance of healthful and well-cooked food and three-fourths of their practice would be swept away. Most of our hospitals would be closed up or refitted and rented out for boarding-houses, and nine-tenths of our druggists would go into bankruptcy.

Why then, in view of these facts, should not the science of cookery, in its highest development, rank with theology, law and medicine, the sciences which are designed merely to cure or palliate the evils it would almost entirely prevent?

And further, why should not the cook be ranked in the highest ranks of artists as well as in those of scientists? We have noticed the decline of female beauty and referred it to bad cookery. Let our colleges and universities furnish us with thoroughly educated cooks, and the beauty of the next generation will be immeasurably increased; nay, the sharp harsh lines of thousands of faces which every day meet us in the street will be softened and toned into beauty when that wonderful laboratory of the human system, the stomach, is supplied with proper material, which it can, without violence and misery, work up.

The business of the artist is merely to copy nature, but here we find that the high and holy work of the cook is to sustain nature, to preserve and nourish the beauty which the Creator, with loving tenderness, has formed with His own hands to bless and enchant the world. Why, then, will not the coming cook, the true, real cook, be greater than even the artist?

This is a subject upon which we could descant at much greater length; but we forbear. We have said enough, we are sure, to impress the educators, the legislators and philanthropists of the time, that the one thing

needful to perfect the civilization of the nineteenth century is the establishment in our institutions of learning the chair of gastronomy. When this is done the cook will rank among the highest and most honored members of society; he will be courted, dined and petted. Mothers' ambitions for their boys will teach them to look forward to the time when they will be great cooks, and the young lover departing for college, as he presses to his heart his blushing sweetheart, will whisper to her, not his purpose to become a lawyer or a doctor or an editor, but of his vaulting ambition to leave college a thorough cook.

DIED.

MATHER—Janvier H. Mather, aged 24 years, of Alta Villa Plantation, in the parish of St. James, at 6 o'clock p. m. on Wednesday, October 24.

LYNCHBURG, Va., papers please copy.

PHILIPS—On Thursday, October 25, 1877, in St. Louis, Mo., Barlow J. Phelps, aged 41 years, a resident of Louisiana for over twenty years.

DEMORUELLE—On Sunday, October 21, 1877, at 2 o'clock a. m., Mrs. Victor Demoruelle, born Leontine Macoin, aged 45 years.

DEBLANC—On Tuesday morning, October 23, 1877, at 1:30 o'clock, Dr. Ernest DeBlanc, aged 45 years.

BRITTON—Thursday, October 25, 1877, at 11:30 p. m., Alexander Britton, sixty-nine years of age, resident of this city for the last thirty years.

IN MEMORIAM.

ROOMS OF ORLEANS DRAMATIC ASSOCIATION, 1 New Orleans, October 15, 1877. J

At a special meeting of the above association, held at their rooms, on the 15th inst., the following preamble and resolutions were unanimously adopted:

Whereas, it has pleased God in His infinite wisdom to remove from our midst our friend and fellow-member, FREDERICK W. CARROLL; therefore, be it

Resolved, That in the death of Frederick W. Carroll the Orleans Dramatic Association has lost one of its most active and honored members; one who was strongly bound to its members by the ties of friendship, and who enjoyed in a high degree their respect and admiration for his sterling qualities as a man and many social accomplishments as a fellow-member;

that the city and State has lost a citizen of worth and promise; one who was faithful in the Lost Cause, and who, during the trying ordeal of the 14th of September and 9th of January, rendered arduous and willing service, and who in all the walks of life was *sans peur et sans reproche*; be it further

Resolved, That as a memento of respect to our late associate the members of this organization do wear the usual badge of mourning for thirty days; that these resolutions be spread upon our minutes, published in the New Orleans DEMOCRAT, and a copy, duly attested by our president and secretary, be furnished to his bereaved parents, to whom we tender our most respectful and heartfelt sympathy in this their sad affliction.

E. B. JENNINGS, Chairman, JNO. W. BRYANT, T. A. GLEASON, J. M. N. ALLEN, J. S. BOULLEMET, Committee.

INVITATION

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CHINA PALACE

(TOURO BUILDING),

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My friends and customers, and those who are about starting house-keeping and old HOUSE-KEEPERS who wish to replenish their household, are respectfully invited to examine my NEW AND IMMENSE STOCK of the latest styles of

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In designs and low prices I defy any competition and will cheerfully take goods back which can be PURCHASED (not offered) elsewhere cheaper.

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WAGONS! CANE CARTS! SPOKES H. N. SORIA, 18 and 20 Union and 15 and 17 Perdido streets.

Sole Agent for the Celebrated "STUDEBAKER" WAGONS, CARTS and SPRING WORK of all kinds and sizes. Dealer in Philadelphia and Western Cane Wagons, Carts and Drays; Timber Wheels; Wheelbarrows of all descriptions; Spokes, Fellos, Hubs, Shafts, etc. Wheelwright material. Orders promptly filled. All work warranted. 02 2m

THE BIRD CAGE, No. 46 St. Charles street, With side entrance on Gravier street. D. S. RAMELLI, Proprietor. HAS OPENED FOR ALL THE YEAR. CHOICE WINES AND LIQUORS. Fine Lunch Daily.

The public and his friends are invited to call at the new saloon. 02 2m 2p

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KREEGER'S NEW KID GLOVE BLOU, 149 Canal street, The Old Location. 02 1m 2p

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CARPET WAREHOUSE, 17 Chartres street. We are receiving large additions to our stock. We NOW SELL AND UNDER PRICES CHARGED BEFORE THE WAR. AXMINSTER, Wilton, Velvet, BOY BRU-SHES, Tapestry, 3 plys, INGRAINS, Vegetables, Hemp, FLOOR OIL CLOTHS, Window Shades, Table and Piano Covers, Curtain Materials, Lace and Nottingham Curtains, Trimmings, etc., etc. 02 2m 2p

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