JUST A GLEAM.

Just a gleam through the darkness—
The lift of two eyes from a book,
A glance—but some glances are heaven!
To such eyes 'tis given
To create Paradise in a look.

Just a face in the lamplight;
A hand, and some glittering hair;
But hearts have been broken, 'tis said,
And white steel turned red
For faces less faultlessly fair.

Merely a girl in her beauty,
Her glory of freshness and youth,
But what has earth better to sigh for—
To live for—to die for—
Than innocence, beauty and youth!

PROF. FONTAINE'S CARD

TO THE PEOPLE OF LOUISIANA AND OF ALL THE STATES OF THE MISSISSIPPI VALLEY.

Card First.

A GENERAL LEVEE SYSTEM BY JETTIES.

Fellow Citizens—I hope that the importance of the subject of this address to your welfare will exonerate me from the charge of egotism and arrogance in preventing it for your wise consideration and united action. I hope that you will not permit your minds to be deluded and your action to be delayed in regard to *the second part* of the general plan for the improvement of the Mississippi river and its tributaries by *jetties*, presented to you in 1866, as you were in reference to *the first*. This general plan, which was indorsed by some of the ablest engineers in the world and made public that year, recommended *first*, the removal of the *bars at the mouth of the river by jetties;* and the *second part of the same plan advised their application to the whole river, to contract its channel and give fixedness to the line of its current as well as permanence to its banks.* The New Orleans academy of Sciences, of which I was then Secretary and Lecturer in Geology, adopted the report of the committee to whom it was referred by an unanimous vote, which asserted the opinion, which is certainly correct, that this plan of jetties, if applied properly to the whole river, *"would not only remove all its bars, and make it navigable to the largest ships known to commerce, but that it would so deepen its channel by erosion as ultimately to prevent overflows."* The *first part of the plan, after encountering the fiercest and the most persistent opposition for a whole decade, and fettered by its application to the smallest and most difficult of the three passes, and hindered by various hostile devices and obstructions* planned by corrupt, crafty and influential enemies, has been *successfully foiled;* and it is now time to begin *the second.*

In order that you may understand it, and that you may be prepared for the opposition it will certainly meet here, and also that you may learn something of the devices and general character of the enemies you will encounter, I will make the following statement which will need no corroboration, except recorded facts well impressed upon your memories by your own eyes and ears. I hope it will "stir up your pure minds by way of remembrance, that ye may be mindful of the words which were spoken before" you in the face of "scoffers" and enemies of many kinds years ago; and that it will enable you to know who *the scoffers* are who are already *scoffing* at *the second* part of the plan as they did at *the first*. But I must offer an apology before I proceed further for this garbled quotation from Holy Writ. The strongest objection you have heard to the whole plan is, that it was devised by *a preacher*, and not by a topographical engineer of the United States army. I have it is true been a preacher forty years, but *not always nothing but a preacher;* and the presentation of this plan in 1866 made me so unpopular in New Orleans that I have never since been able to get the charge of a church of sufficient magnitude to afford me full clerical employment, or a salary large enough for my support. But I hope that this has been wisely ordered by Divine Providence, as the forced exemption from ministerial labor has enabled me to devote my spare time to *the physical improvement* of our magnificent valley, which is most intimately connected with the spiritual welfare of its inhabitants. Under similar circumstances many of the great inventions of the ages which have elapsed since the Christian era have been made by preachers in their perilous hours of idleness. Notably the discovery of *gunpowder* by Friar Bacon, that of *illuminating gas* by Dr. Thomas Chalmers, and of the *velocipede* and *'the patent universal scratcher'* by the Rev. Sydney Smith when he was a poor country parson. The "dog churn" was invented by a Baptist preacher of Virginia, and the old fashioned "hand cotton gin" by a full blooded negro minister of that denomination, a slave in Granville county, North Carolina.

You doubtless recollect the terrible excitement the matter stirred up in our valley, and the wrath it roused in Chicago, and all along the old line of the grain and pork trade with Europe and tropical America by the way of the lakes and New York and Philadelphia. This was intensified by numerous articles written, and lectures delivered, on our Southern and Western interests, and our direct trade with Europe, the West Indies, Mexico, Central and South America, through the mouth of the Mississippi. My inability to procure clerical employment enabled me to devote the greater part of my time in 1866, '67 and '68, and subsequent years, to the work of fulfilling the prophecy of Patrick Henry, who, in 1788, after predicting all the conflicts of interests which have since arisen between what were then termed the North and the South, ending with the forcible emancipation of our slaves, and the endeavor to hold us in subjection to the will of the Northern majority through that class of our population, pointed us to our only remedy when the last great disaster had overwhelmed us. It was to unite our destiny with that of the teeming millions of the agriculturists who would fill the valley of the Mississippi, which then mostly belonged to Spain and which he said we must have and would possess with the vast agricultural regions beyond it, the acquisition of which this Northern majority would oppose. He asserted that after our acquirement of it, in spite of their opposition, prompted by the fear of the growth of great agricultural States which would outvote them in Congress, and destroy their tariffs, shipping bounties, and their whole selfish protective policy; and after their forcible emancipation of our slaves to hold us still in fetters, our political salvation would depend upon our union with the multiplying millions who will fill the valley "of that great and inestimable river." "There I clearly foresee the power of America will ultimately be seated." He closed his prophecy by assuring his posterity that this union of the South and the people of this valley would save our liberty. I well knew that this union could only be effected by opening widely and deeply the mouth and the whole channel of the Father of Waters to the commerce of the world. This I knew would give a free and healthy commercial circulation to the great heart and arteries of our body politic with all its veins and nerves; obliterate sectional lines, ultimately annihilate all sectional and partial legislation, establish free trade and peaceful relations with foreign nations, and preserve our union and liberty. Hence I carefully elaborated this plan, after a careful examination of every method devised for the control of water currents and the improvement of rivers and harbors, from the days of the Egyptian Menes to the present age, of which ancient and modern history give us any records, or the ruins of the past any trace; and, also, after a critical inspection of the hydraulic plans recently completed or now in progress, accompanied with cautious and thorough experiments to test the practicability and efficacy of any improvements I recommended. After vainly attempting to get the city of New Orleans as a corporation through her Council and Chamber of Commerce to indorse and recommend the plan, and also the War Department of the United States government to approve it, I was forced to appeal to the people of the whole valley to support it. Aided, pecuniarily, by a few patriotic individuals in this city, I spent six months of 1868 in lecturing the chambers of commerce of the principal cities of the valley, and in explaining the whole plan to the Senators, members of Congress, the editors of the principal newspapers, and the representative men and directors of public opinion of the Valley States. With the view of aiding in the organization of the forces for the battle in Congress and with the corps of United States engineers in Washington I spent six weeks of 1868 in St. Louis, six weeks in Cincinnati, a week in Omaha, and lectured in other places. I spent even one week in Springfield, Illinois, where I was warmly welcomed by the people, who were all interested in the Central Railroad and Illinois river improvement, as well as in Eastern lines of trade. During a week I examined "the batteries of the enemy" in Chicago, where I was treated with much frank and undisguised discourtesy by the Board of Trade, and where the plan was bitterly cursed, and at the same time emphatically indorsed by the president. I was, however, honorably received by the Academy of Sciences and the president and directors of the Illinois Central Railroad. I explained the plan to the president and principal members of the Board of Trade of Boston, and other representative men of the principal ports of New England, all of whom, I was gratified to find, favored the opening of the mouth of the Mississippi by jetties. They needed it as an inlet for their shipping, and promised me to join the West in procuring an appropriation for the object whenever a bill should be introduced in Congress for the purpose. With the assurance of this valuable reinforcement to the power of the Valley States, in spite of the opposition of New Orleans, then under the control of aliens and domestic rings of various kinds, from whose influence she is not yet altogether free, I returned to my work among her "old fogies" cordially detested by them but confident of a victory over them. I determined to prosecute the war through the public press. My first essay was an address to the people giving them an account of the opposition I had discovered to their interests, and the artful counteraction to any feasible plan for opening the river to the trade in Western produce with foreign nations, persistently given by members of the New Orleans Chamber of Commerce, resident engineers and associations of her own citizens, acting in concert with the representatives of the lake cities, and New York and Philadelphia. To my astonishment not a paper in New Orleans would publish my communications. They admitted the most abusive articles ridiculing myself and the whole plan of jetties, but positively refused me the use of their columns for a reply. I had to send my answers to the papers of St. Louis and Cincinnati. Occasionally some one of them would criticise these articles severely, but they invariably refused me the privilege of a rejoinder. I complained of this privately to the least hostile of the editors, and one whom I had known for many years. He remarked: "The truth is, Professor, not a paper in this city will dare to publish your articles, which are opposed to the interest of Chicago, Philadelphia and New York, involving many hundreds of millions of dollars. The Chamber of Commerce here is directly or indirectly controlled by those cities; and the Towboat and Pilots' Associations, and the city engineers as well as those of the United States army, and various rings for handling the public money, are all opposed to your plan. I believe it to be patriotic and practicable enough, if the money could be gotten to apply it. But how is that to be had with all these interests combined against you? If we were to dare to advocate your views, these cities would raise, if necessary, $5,000,000 and establish a paper here, or all the papers necessary, to drive us into bankruptcy and turn us "out of house and home."

At last St. Louis moved resolutely in the matter, aided by other cities of the valley, and selected Capt. Eads to make a contract with the United States for opening the mouth of one of the passes by jetties. The bill for the object was introduced in Congress, and another, presenting the counter project of a canal, was also opposed to it, indorsed by the Chief of the United States Corps of Engineers, and the city of New Orleans, which also sent her two most distinguished engineers to advocate the canal and to oppose the jetties. You recollect how hot the contest was over it, and how impossible at one time it appeared to procure the passage of the bill in favor of jetties in the face of the formidable opposition of the Engineer Department of the United States, aided by the city of New Orleans, of all others the most interested, and which it was thought ought to know what was best for her own interests. Providentially just as victory for Chicago, New York and Philadelphia seemed ready to perch upon the banner of the canal bill, I was invited to join in the contest by Capt. Eads, and the members of the Senate and House of Representatives from the Southwest, and the Valley States, and those of New England; in which invitation it gives me pleasure to say the two Senators from Louisiana, Messrs. West and Harris, joined. I went well posted with authenticated facts to show that hydraulic jetties, which would obliterate the St. Philip Canal, would aid the scouring action of jetties, which would certainly connect the current of the deep river across the bar with that of the Gulf stream and its eddies and counter currents which would bear off the disintegrated offscourings of the obstruction, no matter in what direction they might whirl; also, that jetties of even the most solid materials would not sink out of sight in the loose sand or clay, or be hoisted in the air or swallowed up by mud lumps. I am certain that my speech of two hours before the two Houses and the officers of the Smithsonian Institute, the Coast Survey, the National Observatory, and the United States Army and Navy in Washington, and the most of whom were present, settled the controversy in favor of jetties. There certainly was no debate after it. No reply was made, or could be made, effective to the speech as delivered, or as published in pamphlet form; and none was ever attempted except by one of the members of Congress from Louisiana, who had the ominously characteristic name of *Cypher*, and his speech went for *nought*. The contract was made with Capt. Eads, whose plans have so far been carried into effect by his faithful and efficient contractor, Col. Andrews, that he has succeeded in getting a depth of 22 feet where there was only 8 feet when he commenced his work; and this has been effected in a channel of 200 feet in width across the entire bar between walls of piles and brush mattresses ballasted with stone run parallel 1000 feet apart. I give this statement from the best authenticated reports of those who have examined his works, which I have not seen. There was only water enough in the pass to secure a depth much less unaided by dredging by the confinement of it between parallel jetties at so great a distance from each other. The amount of water, however, has been greatly increased by accessions drawn by jetties from the Southwest Pass and that of l'Outre, which have much improved the depth, and scouring force of the current. These jetties are not angulated as I would have advised, and are far more costly than I would have recommended. But they are jetties, nevertheless, which confine the water, and which protect the channel from the storms of the gulf; and it is easy to perceive, as he has ample space between the jetties for *interior works*, if he will construct two more and converge their points to within 600 feet of each other, in direct lines from each of those already constructed, and at angles of 22½ degrees to their interior faces, and 200 feet from each of their extreme points, they will form parallel lines of batture on either side of a channel more than 200 feet wide, perfectly straight and *thirty feet deep*, and convergence an accumulated gyratory current, which will scour off any obstruction far to the seaward, and he can safely withdraw his dredgeboat, which will no longer be needed. But Capt. Eads had a right to use his own plans, and to consult engineers whose reputations were greater than mine; and the responsibility resting upon him was too vast to justify his trying anything new, and which had never been tested by such experiments as had proved successful at the Sulina mouth of the Danube. If he has spent much money unnecessarily, it was his own money and his own loss, and by his exertions he has vindicated his honor as something dearer to him than pecuniary gain. He has demonstrated the fact that jetties made of non-reflecting substances can be made to stand upon the mud and sand bars of the Mississippi river, and the most friable ocean shoals and to control any water currents, whether fluviatile or marine. He has certainly accomplished his task so far within the time specified and earned his money; and not only crowned himself with honor, but deserved the gratitude of the whole country.

I have written this to you, fellow-citizens, only as an introduction to another card, in which I will call your attention to the second part of my plan for controlling the Mississippi by jetties presented to you in 1866, and which I hope you will see properly executed. It is opposed here by the same men, or the *same sort of men* who denounced the *first part*, which recommended their application to the bars of the passes as chimerical, and who ridiculed me as an unpractical, visionary theorist. When I present you with the second part, listen! and you will hear the croaking of many an old demifossil frog sounding from this semi-aquatic locality, warning you against the vain attempt to control our mighty river by jetties. I admire the venerable men who cling with death-like tenacity to old ideas, and old things generally; and who still use the old flintlock musket in preference to the magazine repeaters, smooth-faced piling and planking for Mississippi wharves, and massive blocks of concrete for sea walls on sandy shores, to latticed cribs and willow wattles, and who prefer the ancient hydraulics of the Mississippi to the modern *ekmuzesis* and angulated diagonals of beaver work. I regret to see these noble relics of a past generation with all their stage coaches and luggers, ancient arms and implements run over, smashed and swept away, by steam, electricity and jetty propelled water currents. But the "world moves," and

"Time, like an ever-rolling stream,
Bears all its sons away."

EDW. FONTAINE.

Algiers, New Orleans, La.

I have handed this card to the DEMOCRAT, in whose office I have some personal friends, and I would have made copies for each one of our city papers, but I have no one to assist me in writing, and I could not spare the time. I hope, however, they will publish it, and the cards which will succeed it, in view of the great importance of the subject; and I respectfully request the papers of the cities of the valley to give them a place in their columns.

For useful and ornamental Christmas presents, go to Navra's China Palace.

That prince of gentlemen's furnishing goods, Leighton, always comes to the front, not only during the holidays but all the year round, and as he still clings to permanent location, no one who is in need of any article required for a gentlemen's toilet can fail to find his emporium, corner of Canal and St. Charles streets, under the Crescent Hall. He has in his store dress articles, from the cheapest cravat to the most expensive shirt. It is superfluous to add that Mr. Leighton, who understands so thoroughly the requirements of this community, has recently provided for all demands that may be made by the most exacting devotee of fashion.

Dr. J. R. Walker, dental surgeon, 180 Delord street.

In another column will be seen the advertisement of A. B. Griswold & Co., corner of Royal and Canal. They have a very choice selection of jewelry and ornamental novelties in their line for the holidays.

LETTERS FROM THE PEOPLE.

PENNIES—CHEAP JUSTICE—THE NEW ORLEANS PACIFIC—IMMIGRATION CONVENTION.

Cents a Legal Tender.

Editor Democrat—Since you have undertaken to introduce into circulation the copper coins of the United States, would it not be well to let the public know, through your columns, that they are a legal tender for any amount not exceeding twenty-five cents. One of the city railroad companies has instructed its drivers not to receive them, and if the fare is paid in copper coins, to require repayment in nickel or silver coins. This the company has no right to do. Railroad companies are common carriers, and are legally bound to carry any passenger who pays or tenders the fare in coppers, not exceeding twenty-five cents in any one payment. See Revised Statutes of the United States, sections 3515 and 3587.

Cheap Justice—Our Jury System.

Editor Democrat—An important matter in our jurisprudence, which should claim the attention of our next Legislature, is that which relates to our present jury system. Trial by jury, no doubt, is a great boon, a glorious privilege, and the satisfaction, honor and glory of being a juryman inestimable—perhaps. But, unfortunately, it is well known that a majority of even our most law abiding and patriotic citizens never court the position of jurymen, even when paid for their services, and seek to evade this judicial duty. What, then, can be said in commendation of the present law, which compels old and young, rich and *poor, nolens volens*, to perform, without compensation, this comparatively obnoxious duty?

A few years ago jurymen were compensated for their services—we are not prepared to say whether sufficiently or not. A rich man was not expected to neglect his private affairs to perform a public duty without a consideration, nor a poor citizen, whose daily toil alone sustained his family, compelled for weeks, "free, gratis, for nothing," to dance attendance to a mandate of a court while his family was starving.

Finally, some of our learned lawmakers arrived at the conclusion that a paid jury system was an evil; that there were "professional jurymen;" that our juries were frequently made up of unworthy individuals, who were too indolent to work for a living and who were in daily attendance at our courts. Our legal wiseacres in the profundity of their legislative wisdom could discover no other remedy for this evil but an abolition of all fees for the performance of jury duty.

We feel satisfied that there was cause of complaint in regard to the manner in which juries were selected; and further, that there is still. The prescribed remedy, however, has not corrected the evil. Let it be seen that the court officers and their multitude of deputies strictly, honestly and discriminatingly enforce the provisions of the law in impanelling jurors. This alone can meet the emergency and secure honest and worthy jurors.

The poverty, destitution and suffering that have prevailed in our midst for the past few years have been too great to require our citizens, indiscriminately, to perform the duties of jurymen without compensation. To exact this is unreasonable and unjust; an intolerable imposition, which, in a measure, justifies the many subterfuges resorted to in evading jury duty. We hope our next Legislature will devote proper attention to the subject. ***.

The New Orleans Pacific.

NEW ORLEANS, Dec. 21, 1877.

E. B. Wheelock, President New Orleans Pacific Railway:

Dear Sir—The maps of the route of your road are very suggestive, and make me think of the great advantage to be derived, in the way of immigration and capital, by New Orleans and Louisiana, from the completion of your road to Marshall, Texas.

Running through one of the richest and most productive countries in the South, or that the human eye ever beheld, no doubt the traveler will be captivated by the beauties of nature spread out before him; he stops, buys a home; is visited by his friends and relatives, who also learn the superior inducements of your soil, climate and productions, likewise stop, buy homes, and thus add to your population and wealth.

But your road would also give immense value to the lands on each side of it, and once again land in Louisiana would sell for $50 and $100 per acre. Now, however, your *terres bonnes*, your beautiful lands, your sunny clime, starry skies, and golden fruits are unknown to the adventurous emigrant, who passes round by St. Louis or over to Galveston, and seeks a home in the less favored and less genial climate of the Far West.

But how the property owners of New Orleans can see the effect of railroad connection with Texas by the Missouri, Kansas and Texas, and Iron Mountain railroads, and not wake up and see to their own interests, is strange.

New Orleans was a large city when St. Louis and Chicago were small villages; now *each* of these *wide-awake, enterprising* cities, doubles New Orleans in wealth and population.

It may perhaps be said with truth that since St. Louis extended her railroads to Texas she has gained more wealth and population than New Orleans now contains.

One great fact is evident—St. Louis now has the Texas trade which New Orleans once enjoyed, and if you ask any sensible man why or how it happened, he can but point to the Missouri, Kansas and Texas and Iron Mountain railroads.

How can you recover this Texas trade again, which is worth twice what it was five years ago, when New Orleans lost it—the population of Texas having doubled in that time, owing to the building of railroads into and throughout that State? How can New Orleans obtain the handling of the best part of the Texas cotton crop of some 500,000 bales, not to mention other articles of production that would come to your city from that State, such as grain, cattle, hides, tallow, etc., and the furnishing in return of groceries, dry goods and supplies of all kinds? The answer is as plain as the nose on a man's face—by railroad communication. You must afford transportation as rapid as that given by St. Louis; then it would be folly for Texans to buy sugar, molasses, dry goods, groceries, etc., in St. Louis, and pay for them in cotton and other produce shipped by rail to that city, over lines hundreds of miles longer than the one they will have to New Orleans—a seaboard town.

Money invested by New Orleans in railroads to Texas should yield an hundred per cent per annum to the common wealth on the amount invested.

Parties having property in the city, or lands on the line of your road, will surely aid its rapid completion all they can, if they know their own interests.

In conclusion, permit me to say that the citizen of New Orleans who first connects it with Texas by rail will, as a public benefactor, be worthy, according to the old Roman custom, of a *statue*, which was granted to any Roman who added to the general wealth and prosperity of Rome.

In haste, but very respectfully,

J. M. MORPHIS.

State Immigration Convention.

Editor Democrat—The State Immigration Society has called a State convention, to be held in New Orleans, January 14, 1878, to devise the most practical plan to induce immigration to our State.

This I regard as the most important movement ever made by the people of Louisiana. We have millions of acres of idle lands upon which to settle the many thousands of good, honest and intelligent farmers of the North and Northwest who are looking for cheap lands and a healthy country to emigrate to. Thousands annually pass through our State to the State of Texas. Now, we can get our share of this immigration if we will work for it. Let the people abroad know that we want them. They have been led to believe that they are not wanted; and that, if they did come, their lives would not be safe. Let every man in the State put his shoulder to the wheel, and see to it that each parish in the State is represented in the coming convention by able and earnest representatives.

We must have a white immigration to Louisiana before we have any permanent and real prosperity. Look at the great Northwest. It is within the memory of all of us when it was a vast wilderness, and now it is the richest agricultural country in the world. Poor, honest white farmers emigrated to this wild country, and have made it what it is to-day. Naturally, we have a much better agricultural country than any portion of the North or Northwest. Louisiana has more natural advantages than any other State in the Union, a more genial climate, besides the product of our land being double that of the North. Then our State has a water communication from all points of the compass, which never freezes up, to the city of New Orleans, thus always insuring the producer much cheaper transportation to market than by rail. Let us ask, "Why don't immigration come?" Simply because we have made no effort to get it. The movement now being made by some of the most earnest and distinguished citizens of the State, if properly acted upon by the farmers and planters throughout the different parishes, success is certain. But without an earnest, hearty cooperation of the planters we can accomplish but little. I trust that every man in the State will feel the great responsibility which rests upon him and put his shoulders to the wheel. Let us have a full representation in the coming convention from every parish in the State, and let us proclaim to the world that we have, after a long struggle, redeemed Louisiana; that we have reduced taxation and reformed the bad laws; that we have one of Louisiana's sons for Governor, honest, intelligent and faithful; that we have a strong State government, and that the law is respected and executed throughout the State to all alike.

If we once get the tide of immigration directed to our State, it will then regulate itself. For instance, about eighteen months ago a few families from central Indiana settled near Holly Springs, Miss. Now the colony numbers over three hundred Hoosiers. This is the kind of immigration we want. Let every man who loves Louisiana and prosperity go to work, and in a few years we will be the richest people in the world. Let me say, in conclusion, white immigration is the only thing between us and prosperity—it is within our reach. Hoping that the iron-fisted yeomanry of the State will respond to the call, I will close.

SAM. H. HOUSTON.

BOOK NOTICES.

CHERRY RIPE. A romance. By the author of "Coming Thro' the Rye." D. Appleton & Co., New York; Geo. Ellis, New Orleans.

"Cherry Ripe" is as sweet and as charming a picture of a young girl as we have seen for some time. The description, in the opening chapters, of the heroine Mignon, while yet a school girl, would alone make the story charming. There is no tragedy, little learning in the novel; it is only the true and simple story of a girl's life told in the most piquant manner. Of course, the main topic is love, which forms the body of the story; but the descriptions scattered throughout give it life and character.

HOTEL ARRIVALS.

ST CHARLES HOTEL—T L Collins, Tenn; H M Taber, New York; S Houston, St Louis; J E Meyers, Baltimore; Miss A Druith, La; Rev J J Fedigan, Carthage, N Y; L Jewett, U S N; A Moreland, Cincinnati; Gen H B Clitz, U S A; Dr C T Brocket, Baltimore; P G Bowman and wife, Texas; Chas L Bausher, New York; S Sprigg Campbell, Richmond; W J Nicolls, Baltimore; H Kramer, St Louis; W White, Vicksburg; L Donme, Baltimore; E R Robertson, H Robertson, New York; F P Poche and wife, St James; Louis LsBourgois, St James; Gen C H Grosvener, Athens, O; Rev W S Alexander, city; Frank S Lewin, New York; L Gieremburg, St Mary; H F Schultz, Cincinnati; J Stein, New York; F B Williams, St Mary.

ST. JAMES HOTEL—J Brown, Louisiana; C E Smith and lady, H J Teth, J B Fraley, wife and children, Texas; L Watkins, Mississippi; A C Muller, E T DeMing, city; W T Walthall, Mississippi City; Mrs T A Micheal, J T Johnster, T Stinson, Mobile; I Curtis, city; R G Perkins, T H Perkins, Southern Express Company; Dr D Du Pris, Louisiana; T E Tompkins, Louisville; J A Moore, Toronto; M R Hawthorne, Atlanta; A B Taliferro, San Francisco; Ed Kinney, New York.

CASSIDY'S.—W B Gray, Morgan City; Thos E Lenahan, Red River Landing; Peter Lenahan, Nashville; W H Nance, Memphis; H E Moffett and wife, Carrollton, Miss; L I Alford, Forestville, Miss; Winston Wilkinson, Amite county, Miss; L P McCormack, Indiana; James Jones, Miss; Wm Clarke, N Y; John Clarke city; W H Cline, Memphis; L M Simmons, Louisville; Geo W Curtis, Louisville; R B Powell, La; Chas Townsend, Athens, Ohio; J W Oliver, Chattanooga; Sylvester Hand, Cincinnati; D C Calkins, St Louis; C S Pardue, Grenada; Dr Jos Bayliss, Richmond, Va; J C Drumer, Boston; Frank B Farwell, St Paul; R M Haile, Laurel Hill, La; T J McCarthy, Pulman Palace Car Co; G D Lee, Savasota; Geo Carson, Philadelphia; A A Parisot, Yazoo City; J T Carpenter, steamer Fanchon; R C Cross, La; H S Buford, Texas; A L Armstrong, Westminster, S C; N D Roberts, Nick Roberts Troupe; J W Coppage, Lebanon, Ky; Dr D Dupree, Alexandria, La; J Hurlburt and daughter, Handsboro, Miss; G W Porter and family, Bloomington, Ill; W J S Johnson, Cherryville, La; James Sherman, Dubuque; G T Barker, city; A Lytle, Memphis; Jas Urquhart, Madison parish; Chas O'Mally, Duquesne.

CITY HOTEL.—H P Luckett, Rapides; Chas Lake, Chicago; S G Rosamond, Texas; H D Green, Boston; Mrs E Richardson, Jackson; John A Williams, Alexandria; T S Ford, W T Stocker, Miss; B R Splanie, river; H J Felters, city; W A Rutledge, lower coast; John H Randolph, Iberville; James Pollock, Ocean Springs; R C Powers, Jackson; C G Lee, Miss; J Fay Watson, West Va; B W Randall, Nashville; James W Liddell, Jr., Carroll county; M Harret a and wife, Galveston; M T Gordy, St Mary; O D Parmley, Port Eads; S T Daunis, city; M Pendengoula, Mexico; Benj Hyatt, Huntsville; J Batten, Michigan; Spicer Jones, Assumption.

RAILROAD PERSONALS.

Among the departures by the Mobile Fast Line last evening were the following: C. B. Buddecke, St. Louis; Wm. Groshen and family, Jacksonville; Capt. John J. Piatt, Cincinnati; S. D. Stockman, Sewance, Tenn.; J. W. S. Frierson, Nashville; R. D. Carpenter, Jacksonville; John Pall, Chicago; Mrs. E. L. Laubie, Washington; J. B. Lutterlot and wife, Cedar Keys; George W. Kittredge, St. Louis; W. Forstall, Savannah; J. L. Hunt, Richmond; James Wolfe and wife, and Col. W. B. Bowen, Tuskegee, Ala.; Capt. S. A. Bryant, Capt. J. E. Bryant, Capt. Martin Briggs, Cincinnati; Almon Thompson, Pensacola; T. Robinson, Washington; Capt. A. J. Schenck, Cincinnati.

Go to Jno. U. Adams, for new and fashionable hats, 23 St. Charles street.

CHRISTMAS AT LEVOIS & JAMISON'S.—This old and reliable dry goods establishment has flourished for a great many years and gained the confidence and esteem of the whole country. Their house, which is now acknowledged to be one of the leading houses in the South, has found it necessary to greatly reduce the prices of their elegant goods. The business has fallen so far below their expectations that they find a slip of this kind necessary to close out their immense stock. See advertisement in another column.

CHRISTMAS PRESENTS FOR NOTHING.—The great opening of the stock at Fellman's for the Christmas holidays takes place to-morrow. The surprising low prices at which the poplins, snowflakes, initial handkerchiefs colored and black silks are marked, not to say anything of the stylish neckties and cuffs and collars, all of which have been selected for Christmas and New Year's presents, will surprise everybody who visits Fellman Bros, at 133 Canal street. Read the price list in another column.

It affords us much pleasure to call the attention of our connoisseurs in fine vintages and liquors, to the establishment of that prince of caterers, Mr. Charles Hamilton, at No. 164 Common street. That the genial qualities of Charlie Hamilton are known wherever he is, need not be stated, and that his lunches are almost Barmecedean feasts is recognized. In his bijou of a place, now already become a general rendezvous, Charlie gives his hospitable reception from morning till midnight and his host of friends crowd that hostelry to enjoy the nectarine beverages there dispensed.

For useful and ornamental Christmas presents, go to Navra's China Palace.

Kirkpatrick, No. 610 Magazine street, seems to be a whole-souled gentleman, as in the enumeration of the different articles he exhibits for Christmas and New Year presents he forgets nobody, from the grandfather to the baby, and a visit to his neat but extensive and complete emporium will be a comfort to heads of families, who no doubt are in trepidation over the coming worry and anxiety of the holidays. At his store they will find all articles suitable for presents, for young and old; in fact, such a variety at such reasonable prices that a visit only will convince them of the truth of the above assertions.

Mr. H. B. Stevens, at the corner of Canal and Exchange Place, makes such a magnificent display of clothing and furnishing goods that it is unnecessary to enumerate all the articles composing his stock. This location is such a prominent one that visitors on Canal street cannot fail to observe the specimens there displayed, but we wish to call their attention to the fact that an immense reduction has been made in the prices of all articles offered in his new store, and when we mention that the reduction amounts to 10 per cent on the marked prices of goods, we are satisfied that his customers will have no cause to complain, not only of his prices, but of the quality of goods which he offers to the public.

WHAT SHALL WE BUY.—You may bob into one toy store, then into another, in search of something for the children. In many cases you come away disappointed, but it is not so with your visits to Eyrich's, 130 Canal street. There you can always find something to suit a child or grown person. Thousands of beautifully illustrated journals crowd the shelves of this popular establishment, while upon the tables are strewn hundreds of exquisite works, many of which are illustrated by the famous Dore. There is also to be found at Eyrich's a superb selection of albums, writing desks, tinted paper in beautiful boxes, pocketbooks, pocket knives, and many other articles which we are unable to mention in so brief a notice.

M. L Byrne & Co., 163 Canal street, offer an immense assortment of attractive goods, suitable for Christmas and New Year gifts, at popular prices.

AMUSEMENTS.

OPERA.....OPERA.

NATIONAL THEATRE,

Saturday, Dec. 29, 1877, at 8 p. m.,

COMPLIMENTARY BENEFIT TENDERED TO

MRS. EVANS,

Under the patronage of the following ladies and gentlemen:

Mr. and Mrs. Randell Hunt.
Mr. and Mrs. T. L. Bayne.
Dr. and Mrs. Sam'l Choppin.
Mr. and Mrs. Emory Clapp.
Col. and Mrs. Alfred Roman.
Mr. and Mrs. Thos. C. Herndon.
Mr. and Mrs. Chas. J. Leeds.
Mr. and Mrs. Leeds Greenleaf.
Mr. and Mrs. Chas. A. Whitney.
Mr. and Mrs. Geo. S. Lacey.
Mr. and Mrs. Jas. Dunbar.
Mr. and Mrs. W. C. C. Claiborne, Sr.
Mr. and Mrs. Thos. J. Semmes.
Mr. and Mrs. Delgado.
Mr. and Mrs. James Buckner.
Mr. and Mrs. John Parker.
Mr. and Mrs. Thos. H. Hunt.
Mr. and Mrs. Thos. Dujan.
Mr. and Mrs. John Augustin.
Mr. and Mrs. Paul Leeds.
Mr. and Mrs. Germain Vincent.
Mrs. Archibald Mongomery.
Dr. and Mrs. Weindahl, Mr. and Mrs. L. Olivier,
Mrs. E. J. Holbrook, Mr. Fred'k Durrive,
Mrs. I. N. Stauffer, Mrs. N. Soule,
Mrs. E. Pugeh, Mrs. J. Winship,
Mrs. A. Chiapella, Mrs. D. A. Chaffraix,
Mrs. J. D. Denegre, Mrs. Wallace,
Miss Huger, Mrs. W. A. Violett,
Mrs. R. W. Adams, Mrs. Edw. Bermudez.

LE CAPRICE D'UN COMTE.

French Comic Opera in one act.

BLUEBELL'S BETROTHAL.

English Comic Opera in one act.

POEMS AND MUSIC COMPOSED BY MRS. EVANS

And executed under her direction.

General Admission.....$1

Reserved seats, 50c extra; can be secured at Werlein's Music Store, 135 Canal street.

Gallery.....50c

To the Lady Patronesses

—OF THE—

COMPLIMENTARY BENEFIT TENDERED TO

MRS. EVANS.

We, the undersigned, members of the Varieties Association, beg to express our regrets that it is not possible to tender the Varieties Theatre, on account of the terms of its lease, for the occasion of the benefit to Mrs. EVANS; but will lend our hearty co-operation thereto, and desire to be placed among the patrons for the performance of the operas, which will take place at the NATIONAL THEATRE on December 29, 1877.

Very respectfully,

A. Shultz, Thos. H. Hunt,
Emile J. O'Brien, R. W. Simmonds,
F. B. Green, Gus. A. Breaux,
Chas. L. Howard, A. G. Kennett,
James G. Clark, A. P. Mason,
W. A. Bell, D. F. Kenner,
Thos. C. Herndon, Edw. Toby,
J. P. Moore, W. R. Barstow,
G. T. Beauregard, O Hopkins,
Hugh W. Montgomery, T. L. Macon,
Nath. D. Wallace, W. B. Krumbhaar,
Julius Aroni, A. Foster Elliott,
Edw. A. Yorke, W. S. Bailey.
de23 8u Th Fr Sa

OPERA HOUSE.....OPERA HOUSE.

FRENCH DRAMATIC COMPANY

OF NEW YORK.

For Twenty-four Nights Only.

Opening Night, Thursday, December 27.

NOS ALLIEES.

Comedy in 3 acts, by Pol Mercier.

LE FEU AU COUVENT.

Comedy in 1 act, by Barriere.

Saturday Evening, December 29.

LE GENDRE DE MONSIEUR POIRIER.

Comedy in 4 acts, by Emile Augier.

LA VEUVE AU CAMELIA, Comedy in 1 act.

Saturday Matinee at 12.

NOS ALLIEES and LE FEU AU COUVENT.

Sunday Evening, December 30.

LA VIE DE BOHEME,

Drama in 5 acts, by Barriere and Murger.

de23 tf

VARIETIES THEATRE.

NOTICE.

To afford necessary time for preparation, the theatre will not be open to the public on SUNDAY or MONDAY.

Christmas Day, at 12,

First Representation of the

HOLIDAY PLAY.

First appearance in New Orleans of Mr. T. A. HALL, in the beautiful drama, in 3 acts, entitled

DANIEL DRUCE.

DAN'L DRUCE
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DAN'L DRUCE
The Success of an Entire Season in London.

Miss M. DAVENPORT as Dorothy Druce.

And an effective assignment of the characters. Written by the distinguished London dramatist, S. Gilbert, Esq., author of "Pygmalion and Galatea."

New Scenery and Effects.

Act 1.—The Ruined Hut—How the Man's Gold Became a Living Child—"I prayed for this, but scoffers mocked me and said that the days of miracles were passed; but they lied, my prayer hath been hearkened to."

Act 2.—The Forge—The Man's Fear and the Maiden's Hope—"We love each other with a love that passeth all telling"—The lad Geoffrey Returns from Sea.

Act 3.—Druce's Cottage—A Struggle of Four Hearts—The Dream and the Waking.

Dan'l Druce Every Night and Matinee During the Week.

HOLIDAY GIFT MATINEES.

TUESDAY, WEDNESDAY and SATURDAY and NEW YEAR every boy and girl will receive a present, and in addition a chance to secure the two beautiful prizes, Little Dolly Druce and Santa Claus' Double Team.

Seats can be secured at the box office. de22

ACADEMY OF MUSIC.—CHRISTMAS WEEK, commencing SUNDAY, December 23. Every night, Tuesday, Wednesday and Saturday Matinees, ROBERTS' HUMPTY-DUMPTY PANTOMIME TROUPE, with Mammoth Company of Specialty Artists.

TUESDAY and WEDNESDAY, December 25 and 26, the Academy's 24th and 25th Annual Christmas Gift Matinee, presenting 10,000 costly Toys, at popular prices of admission.

Matinees, 25 and 50 cents. Nights, 25, 50 cents and $1. Reserved seats ready. No extra charge. de23

LOUISIANA COCKPIT.

Cor. Dumaine and Roman streets.

The LOUISIANA COCKPIT will be opened SUNDAY, the 23d inst. The contests will commence at 11 o'clock a. m., sharp. A series of engagements with the most celebrated Cocks in the country, now ready for the fray, will afford unusual attraction to the lovers of sport. The N. O. City Railroad cars leave Clay Statue every five minutes, and pass in front of the Cockpit. de21 3t*

WENGER'S GARDEN,

Nos. 11 and 13 Bourbon street,

H. WENGER, Proprietor,

Has been