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Official Journal of the City of New Orleans.

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H. J. HEARSEY.....EDITOR.

NEW ORLEANS, MARCH 26, 1878.

This seems to be a bad year for getting work out of Legislatures. The Kentucky papers are loud in their denunciation and ridicule of the present General Assembly of that State. The members seem to be drawing their mileage and per diem all the same, though.

Full returns from the New Hampshire election give Prescott, the Republican candidate, 1514 majority over McKean, Democrat, and elect Prescott Governor by 833 plurality. The vote was unusually large, exceeding that cast at the last presidential election. The Republican majority is the smallest since 1875. The House will stand Republicans 205, Democrats 165, a small Republican loss.

The New York communists celebrated the seventh anniversary of the Paris revolution of March 18, 1871, by a meeting and ball last week. The meeting was largely attended, and the communists present—French, English and German—fraternized boisterously to the tune of the "Marseillaise." They were congratulated by the orators on the unprecedented growth of socialism and communism during 1877. These ideas had languished in this country until the present year. At the beginning of the year there was but one communist newspaper in the United States, now there are fifteen papers devoted to socialism in this country, and published in three languages. The popular support of communism, however, the orators continued, increased more rapidly than its organs; the working classes of this country were rapidly uniting in support of socialistic doctrines, and against capital and corporations.

Socialistic meetings were held the same week in Chicago and St. Louis, both largely attended and very enthusiastic. The red flag was conspicuously displayed at all of those meetings, with the usual mottoes: "Down with Capital," "Interest on Money is a Tax on Labor," etc.

The New York meeting prided itself on the fact that all its officers were ex-convicts. The leading orator of the day, Ed. Megy, was chosen for that position because he had been convicted oftener than anybody else present, having twice been condemned to death.

Mr. Elbert W. Brown, an official of the New York School Board, seems to be a true believer in Franklin's theory of "take care of the pennies and the pounds will take care of themselves." It is a notorious fact that Tweed despoiled the city of New York a few years ago of several million dollars; Brown is anxious to prevent similar occurrences in future, and to protect the interests of New York from overcharges of any kind. The other day in reporting to the school board the salaries of the teachers in the Eighteenth Ward evening school, he suggested that these ought to be slightly reduced, as follows: Miss Katie Newell, for being one minute late in attendance, two cents; F. G. Coldwell, for being five minutes late, ten cents. Another teacher was cut down twenty-one cents, making a total saving to the city of thirty-three cents. When this reduced pay-roll was submitted to the auditor of the Board of Education he loudly approved of Mr. Brown's suggestion, but called attention to the fact that he had overassessed the teachers one-third, two and four cents respectively. Morally Brown was right, arithmetically he was wrong. With these suggested changes the bill was approved, and the teachers will, accordingly, be paid their salaries after the correct reductions have been made.

The whole affair shows a noble devotion to the interests of the city on the part of Mr. Brown. With such a terrific two-cent watch dog of the treasury, the money of that city ought to be safe, indeed.

The old scheme of making Mississippi City a great sea port and a rival of New Orleans has been revived by the Legislature of our sister State of Mississippi. A short time before that body adjourned a bill was passed by it donating a large tract of land to the Ship Island, Ripley and Kentucky Railroad, and granting that road the right to use the labor of the State convicts in its construction. Bills have also been introduced in Congress in aid of the enterprise, and great efforts will be made by the people of Mississippi to construct the 325 miles of the line still remaining uncompleted. Mississippi City will be the terminus of the road, and as other lines are expected to concentrate at that town, it is hoped and thought in Mississippi that the little coast city will develop into a great port, a commercial rival of New Orleans, and that Mississippi can thus ship her produce to Europe through a home port, instead of through this city.

The scheme is no new one; it has been suggested a dozen times already. A number of years ago a costly wharf was built at Mississippi City to accommodate the commerce that, it was expected, would come to that port. A few years ago St. Louis took up the idea again, and for a few weeks the journals of that city teemed with communications on the desirability and necessity of securing a cheap Gulf port, where the shippers of St. Louis would not be subject to the heavy port charges of New Orleans. But like all such schemes, the enterprise fell through at last, and St. Louis returned to New Orleans as the only safe and cheap exporting port for Western produce.

It is to be hoped, however, that the effort of the people of Mississippi to build this road to the gulf will not fail. It is a very necessary road, and will prove a paying one, as it will open up a new section of country to settlement and offer cheap lands to the Western emigration that is already pouring into the State.

THE QUARANTINE LAW.

There are now pending before Congress two bills having in view the protection of the seaports of the country, by proper quarantine regulations, against the introduction of yellow fever and other epidemic diseases. Of one of the bills, introduced by Mr. Hartridge, of Georgia, and doubtless instigated by a convention recently assembled at Jacksonville for the purpose of devising a system of quarantine for the whole Southern seaboard, we know nothing. From what we can gather from the meagre dispatches, we infer that it is proposed under the bill that the United States shall take control of the matter, establish a general quarantine and collect whatever duties it may be deemed necessary to impose on vessels entering at the various ports.

The other bill, which was drawn up at the instigation of the New Orleans Board of Health and presented by Mr. Eustis, proposes to leave the entire control of the matter to the local authorities, and to assist them in enforcing whatever regulations they may adopt, by formally authorizing the States to impose a tonnage duty on all vessels entering our ports from infected countries. This, it appears to us, is all that is necessary, and will result in a quarantine much more efficient than any that could be maintained under Federal supervision. Such an authorization from Congress is necessary to make the law effective, and in view of the existence already of yellow fever at several of the West India and Brazilian ports, it is of the utmost importance that it be given at the earliest date. The constitution of the United States expressly declares that "no State shall, without the consent of Congress, lay any duty of tonnage," and upon this ground the quarantine charges at this port have been resisted in a number of instances, and the enforcement of them will have to be abandoned entirely if the consent of Congress is not formally given to the State to impose them.

It appears that the impression existed among the members of the Board of Health that this could have been remedied by changing the phraseology of the law of the State, which imposes these charges in the shape of a tonnage tax. The Legislature, however, failed, and, we think, most culpably, to pass the legislation asked for by the Board of Health. But, in any event, it is better to have the formal authorization of Congress for the imposition of the duty necessary to defray the expenses of such quarantine establishments as are necessary to the protection of the public health, and then there can be no question about the matter. We see no reason why it should not be granted, and there is every reason why the quarantine should be under local control. In another column will be found a very interesting report of an interview with Dr. Choppin, the president of the Board of Health, upon this subject.

The medical authorities here are very confident of their ability to establish a most rigid and efficient quarantine under the provisions of Mr. Eustis' bill, and express themselves sanguine of protecting this city against any risk of an epidemic. In times past we know that the origin of yellow fever here has been a disputed question, but we believe now that it is very generally conceded that it does not originate here, and perfect immunity from its ravages may be secured by the proper precautions. At least, it is very safe to act upon that assumption, and Mr. Eustis' bill will remove the only obstacle in the way of enforcing a rigid quarantine.

There seems to be a fair prospect of putting an end to Schurz's Prussian tactics in regard to the timber business by impeachment, if no other means can be made available. These proceedings, which are without the slightest warrant of law, are so wanton in their disregard of private rights, as well as in their cruelty and inhumanity to thousands of innocent poor people, that Congress should lose no time in bringing this Hessian reformer to his senses.

He has been asking from Congress an appropriation for the purpose of carrying out his processes, and this has been taken advantage of by Senator Eustis to ventilate the disgraceful acts of his henchmen in Louisiana and other Southern States. These men, as Senator Eustis suggested, instead of being rewarded, should be dismissed in disgrace from the service, and the Secretary of the Interior impeached for his arbitrary and unauthorized course in the matter.

That never ending Chinese question is disturbing the harmony of British Columbia. The white Columbians swore a solemn oath not to employ Chinese cheap labor under any circumstances; to wear their shirts from year's end to year's end in preference to clean linen washed, starched and ironed by the degraded heathens. There was, therefore, a fair prospect of starving out the Celestials by these means until the Canadian government resolved on the building of the Canadian Pacific Railroad, and announced a desire for 10,000 laborers for grading purposes. The Chinese immediately stepped forward and offered their services at lower rates than anybody else.

Here was an opportunity to build the road, and build it cheaply, but much as the Columbians want this line—and they threatened a few years ago to secede from the Dominion and join the United States if it was not built—they prefer to do without it rather than have it built by Chinese labor.

To prevent the possibility of this, a Columbian representative in the Dominion Parliament, Bunsted by name, has introduced a bill in that body, providing that no person shall be employed in any capacity in the construction of the C. P. road wearing his hair longer than five and one-half inches.

The bill is evidently a plagiarism on one now in full operation in California, punishing petty offenses by cutting the hair short—a bill evidently framed against the Chinese and which caused the greatest excitement and alarm among them, and, it was claimed, was productive of much good.

The Canadian bill has been the subject of much debate in the Dominion parliament. No one thought of complaining against it because it struck at the Chinese, but some opposition was shown to it, because, as it was claimed, it would preclude as well the employment of female cooks and washerwomen for the laborers on the road, and as these necessary professions are monopolized by women and Chinamen would leave these unfortunate laborers to starve to death.

The Canadian Parliament, however, was disposed to overlook this point; reasoning that if the women insisted on wearing their hair long, they must suffer the consequences, and the bill would probably have passed, had not a Scotch member suggested that perhaps it would not accomplish all that it aimed at. The Chinese were mercenary, he said, and there were scores of them who would sacrifice even their loved pig-tails for a few American dollars. The result of the bill would, therefore, be to prevent the employment on the road of pig-tailed Chinese, who, it is admitted, are of the better class of the despised heathen, and open the door to those atheistical and renegade Mongolians who are willing to sacrifice their queue and their religious convictions for gold. This argument was conclusive and defeated the bill of the Columbian statesman. The latter is disgusted with the result, and is now striving to accomplish his end by prohibiting the employment of men with oblique or almond eyes on the road, if not of making the Chinese complexion a ground for refusing them equal rights and privileges.

MARRIED.

DE POINCY—DUMEIGE.—On the eighteenth instant, by Hon. Judge A. L. Tissot, Dr. F. A. R. De Poincy to Mrs. F. Dumeige, both of this city. No cards.

DIED.

ROWE.—On Monday, March 25, 1878, at 3 o'clock p. m., Mrs. Louisa Rowe, aged 74 years, wife of George T. Rowe.

The funeral will take place This (Tuesday) Afternoon, at 3 o'clock, from her late residence, 121 Carondelet street.

NOTICE TO BONDHOLDERS.

STATE OF LOUISIANA, Board of Liquidation, New Orleans, March 26, 1878.

I hereby give notice that a meeting of this Board will be held on TUESDAY, April 2, at 12 m., at the Speaker's Room, State House. Interested parties are requested to attend.

By order of the President.

ALLEN JUMEL,
Auditor and ex-officio Secretary of the Board.
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MEETING OF THE STATE CENTRAL COMMITTEE.

ROOMS STATE CENTRAL COMMITTEE, Democratic Conservative Party, New Orleans, March 15, 1878.

There will be a meeting of the State Central Committee of the Democratic-Conservative party of Louisiana on the FIRST DAY OF MAY, 1878, in New Orleans.

Country papers please notice.

I. W. PATTON,
President State Central Committee.
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