The Bulletin.

Reading Matter on Every Page.

JOHN H. OBERLY, Editor.

EDITOR DEAD.

We learn from the Grayville *Independent*, that Mr. Charles W. Beck, late editor of the Carmi *Courier*, died on the 6th inst., at Hot Springs, Arkansas. The disease that resulted in his death was consumption.

A SUNDAY FOURTH.

The glorious Fourth falls on Sunday this year, a fact that need not discourage any patriot. He may get gloriously drunk on Saturday, continue it religiously on Sunday, and patriotically wind it up on Monday.

A CANDIDATE.

Mr. J. Ed. Clarke, editor of the Grayville *Independent*, is a candidate for Police Magistrate of his village. In his announcement he pledges himself to attend to the duties of the office promptly and to the best of his abilities. Mr. Clarke would make an excellent magistrate, and we hope he may not fail of election.

LUSUS NATURÆ.

Dr. Stokes, of Grayville, delighted Mr. J. Ed. Clarke, editor of the *Independent*, by exhibiting to him a few days ago, quite a curiosity—a pig with six legs, the two extra ones protruding from the lower end of the vertebra, one turning up over the back and the other under the belly. Mr. Clarke will use this pig as the nest egg of a museum of curiosities, and in time perambulate the country as a rival of Barnum.

THE TAZEWELL REPUBLICAN.

The office of the Tazewell County *Republican*, Lusk & Jones, publishers, was totally destroyed by fire last Sunday night; but the misfortune will not deprive the readers of that very excellent paper of a single number. The energetic proprietors announce that their paper will be issued as usual, and that they will put into their office a steam power press, with engine, job presses, and all the latest and best styles of type. While we sympathize with the losses of Lusk & Jones, we congratulate them in their energy and pluck. "Never say die."

FOUR AT A BIRTH.

The Mount Carmel *Democrat* seriously declares that the wife of Silas Audrus living about four miles north of that place, gave birth on Sunday night, 2nd inst., to four living children, two of each sex. Three of them lived but a few hours, and the fourth survived but a day or two. If the *Democrat* is truthful, and we have no reason to believe that it is not, this is the second instance of this kind that has occurred in Wabash county. The other took place in 1822, fifty-three years ago. If Brigham Young [illegible] these Wabash county mothers, he might reduce his harem, and yet populate his territory to its utmost capacity in a few years.

NOT THAT MAN, BUT ANOTHER MAN.

The *State Journal* says Judge Doolittle is a member of the Chicago Citizens' Association, and another paper says he has been recommending that ballot-box stuffers be made to ornament lamp posts. Our information is that the member of the Citizens' Association who has lately been indulging in advice to the public is a son of Judge Doolittle. The judge, although he practices in the Chicago courts, is a citizen of Wisconsin, and lives at Racine. He does not take part in the municipal struggles of the Chicagoans. James R. Doolittle, Jr., a very energetic and altogether lively gentleman, does take an interest in Chicago affairs, and he is the Doolittle who intimated lamp posts to the ballot-box stuffers of that city.

PATENTS

List of patents granted to Illinois inventors by the United States patent office, and furnished the BULLETIN by H. H. Candee, Solicitor of Patents, Cairo, Illinois:

Artificial Marble, and Processes of Moulding the Same, Wm. Burnet, Chicago; Car Starters, Dexter D. Hardy, Delavan; Floor Shields for Stoves, J. A. Hunter, Peoria; Hose Clamps or Patches, G. S. Knapp, Chicago; Insulating-blocks for Telegraph Lines, Geo. S. Pidgeon, Mound City; Collecting Gold, Silver, etc., from their Ores, Matthew Laflin, Chicago; Corn Harvesters, Wm. T. Orr, Kewane; Railway Rail supports, Saml. L. Porter & Duane Peck, Rochelle; Check Rowers, V. Horne, Atlanta; Mainsprings for watches, G. Hunter, Elgin; Machines for making barrels, Jacob Martin, Cairo; Car Couplings, R. A. McKanna, Ellison; Agricultural Boilers, F. N. Mitchel, El Paso; Stem-winding Watches, C. S. Moseley, Elgin; Excavators, Moreau Phillips, Springfield; Window Awnings, Alphonzo W. Redgrave, Chicago; Picture Mounts, John A. Van Drelzen, Peoria; Key Checks, James J. DeBarry Chicago; Harvester Rakes, John Rynearson, Farmington.

EADS AND HIS JETTIES.

Capt. Eads, the great bridge builder and jettyman, is now the sensation at New Orleans. He arrived at that city last Tuesday, and was cordially received. His purpose in visiting the Crescent City at this time is to institute preliminary operations with reference to his jetty enterprise at the mouth of the Mississippi river. The New Orleans people, who have suffered so much from the "bar," are impatient. They wish the impediment to navigation removed without delay, and some of them have evidently educated themselves to believe that Capt. Eads is in duty bound to overcome it at once—in the twinkling of an eye. The New Orleans *Times* reminds these impatient people that it should not be expected that an army of operatives will be instantly set at work at the Passes. "Indeed," says the *Times*, "the heaviest part of the labor, which consists in gathering and transporting immense quantities of materials, is to be done at other points."

The *Times* proceeds: "There are no scientific or engineering mysteries about the construction of jetties; on the contrary, it is a very plain and simple mechanical operation. The differences of opinion are in regard to their effect and the laws which govern the discharge of sediment-bearing rivers directly into the sea. By common consent, there is a pause in the argument while this experiment goes on. If it succeeds, there will be an end—of the bar and the discussion—to the very great satisfaction of everybody. If it fails, we shall then have no opposition to the scheme first favored by our people."

JETTIED RIVERS IN EUROPE.

The following facts in relation to the jettied rivers of Europe, we obtain from a late number of the New Orleans *Times*. In view of the fact that Capt. Eads is about to begin the work of putting in jetties at the mouth of the Mississippi, they will be read with interest.

There are some nineteen or twenty rivers in Europe that have been improved at the mouth by means of what are popularly called jetties, but which might be more accurately designated as parallel dikes, since in most instances the works stop inside of the bars they are intended to remove and do not jet into the rivers at all. In every instance, the obstruction to be removed is a bar formed by the precipitation of the sediment brought down by the rivers. With one or two exceptions, these works are all of very recent date, some of them not yet wholly completed, and most of them unheard of by the general reader, and perhaps by many engineers who do not read the language in which the original and only reports are made.

From photographs of the maps accompanying the official reports of the works, which we have been permitted to examine, we have gleaned some information of general interest. The mouth of the Danube is the best known instance of the application of jetties to the removal of sediment bars. The Danube carries a great volume of water, heavily charged with sedimentary matter, into the Black Sea. In consequence, it has formed a large delta, through which it discharges its waters by three channels. The conformation at these mouths is strikingly similar to that of the Mississippi outlets. The position is the same with reference to the points of the compass. North or Kelid pass of the Danube discharges about sixty per cent of the water of that river, Passa-l'Outre discharges about fifty-eight per cent of the water of our river; the Sulina, or middle pass of the Danube, discharges one-thirteenth of the whole volume. South Pass one-twelfth; the St. George pass, corresponding to the Southwest Pass, discharges the same proportionate amount as the latter, viz, about thirty per cent. The Sulina pass was selected because it was the cheapest—though it was originally narrow and obstructed. Ship channel, having only ten or twelve feet inside the bar and up to Galatz—and because the primary object seems to have been to secure a port on the Black Sea rather than a deep channel up the Danube. In 1868, when work was begun, the water on the bar at the mouth of Sulina Pass was eight and one-half to nine feet; in 1873 it was twenty-one and one-half feet. The work is considered satisfactory, because large vessels now come over the bar into the harbor, but unsatisfactory because they cannot pass on up the river, as they might have done had one of the larger passes been improved. This objection, however, could not apply at South Pass, because vessels once over the bar will find abundance of water thence to New Orleans. The time required to form a new bar off the Sulina, and its position and the manner in which it will be effected by the jetties remain to be demonstrated.

The river Dvina, in Russia, which empties into the Gulf of Riga, has jetties, constructed a great many years ago, the works being the oldest of any importance in Europe. The original depth on the bar at the mouth was six feet. This was increased by the old works to fifteen feet, and has since been still further increased by prolongation of the dikes to eighteen feet.

The Liban, a small river in Russia, which empties into the Baltic, had a depth of six feet on its bar, which has been increased by dikes to sixteen feet.

The Niemen, in Prussia, flowing into the Baltic, had an original depth on the bar of ten feet. The present depth is twenty-three feet, attributed, of course, to the jetties at its mouth. The sediment of the Niemen is caught in a great Haff or lake a few miles above its mouth, consequently the waters enter the Baltic perfectly clear.

The Persante and the Wipper are two small, sediment-bearing rivers, discharging directly into the Baltic. They have been jettied quite recently. The original depth at the mouth of each was about four feet; the present depth of the Persante is fifteen feet; of the Wipper, thirteen feet.

The river Warne, on which the port of Rostock is situated, and which discharges into the Baltic, had an original depth of six feet. This has been increased to thirteen feet by the action of the current confined between parallel dikes.

The Missa and the Rhone, two small rivers in Sweden, which discharge into the Cattegat, had originally only five and six feet at their outlets, which has been increased by the same agency to ten and twelve feet.

The Rhone, in France, has its navigable outlet through an artificial channel extending to the Gulf of Foz, and this is a successful ship canal two and a half miles long, with twenty feet of water, which cost 15,000,000 francs and seven years' labor.

The river Pernau, flowing into the gulf of Riga, was scoured out by jetties from six to twelve feet.

The river Maas in Holland, on which the port of Rotterdam is situated, had, anciently, a ship canal extending from that city to the North Sea. This proved inadequate to the demands of commerce, and the main channel of the river was dammed up and a new one cut across the "Hook of Holland," extending into the sea between great jetties. Large ships now sail through the new channel though the works are not yet entirely completed. This seems to be a combination of the canal and jetty theories.

The bar of the Altra, a small river in Sweden, emptying into the Cattegat, was cut out by jetty works, and the depth of water increased from six feet to nine feet.

The Stolpe in Prussia, the Windova in Russia, and the Grenaa, in Denmark, were treated in the same manner, increasing the depth of water from four and five feet to thirteen and fourteen feet.

The Trave, a Baltic river, on which the port of Lubec, in Mecklenburg, is situated, was deepened by the same means from seven feet to eighteen feet.

The Oder, a Pomeranian river, discharging into the Baltic, was jettied in 1825, and its bar cut down from seven feet to twenty-three or twenty-four feet. The sediment of the Oder is caught in a Haff, and as its water passes into the Baltic clear, no new bar will ever be formed under such conditions.

The Vistula, in Prussia, has had a remarkable history. The original depth on its bar was seven feet. This was increased by jetties to ten feet. The river then broke through its left bank, and formed a new lateral outlet. The old mouth was dammed up and the new one jettied. The river then broke through to the sea again, still farther up. This last mouth was left open, and the second one is used as a canal. The water in it is kept at nineteen feet by dredging.

The Pregel, in Prussia, on which the ports of Pilau and Koenigsburg are situated, has lately been jettied at its mouth, increasing the depth of water from twelve feet to twenty feet.

We have no data concerning the cost of all these works, but the total must have been enormous. In reviewing the subject, one cannot fail to be impressed with the patient, laborious and skillful treatment of rivers which would seem to us utterly insignificant. The value of one or two feet additional of water is keenly appreciated in Europe. If such great amounts of money and labor are willingly expended on little streams, navigable perhaps not more than a score of miles, what could not this country afford to do to secure a deep and sure outlet from this great land-locked ocean, known as the Mississippi river.

HARPER'S MAGAZINE FOR JUNE, 1875.

With the June Number, *Harper's Magazine* commences its Fifty-first Volume. A more beautiful Number, or one distinguished by greater variety of interesting matter, has never been issued. It contains eighty superb engravings, eight out of the eighteen articles being illustrated.

The Number opens with an exceedingly interesting description of the *Channel Islands*, accompanied by nineteen magnificent illustrations.

As a fit sequel to the brilliant article in the April Number on the Concord Fight, we have in this Number an article on Concord Books and Authors, illustrated, with portraits of Emerson, Hawthorne, Thoreau, A. Bronson Alcott, Miss Louisa Alcott, Frank B. Sanborn, pictures of the Concord Library, and exquisite views of Walden Pond and on the Assabet.

James Parton's "Caricatures in the Hogarthian Period" gives a dramatic account of the great financial delusions of about 1720, in France and England; and devotes considerable space to Hogarth's pictures. The article is profusely illustrated.

A very entertaining and beautifully illustrated paper by Charles Nordhoff treats of the Cape Cod people and their ways, with characteristic glimpses of Nantucket and Martha's Vineyard.

Professor Rau's third paper on the Stone Age in Europe treats of the Troglodytes—the dwellers in the rock-caves of the Vezere valley—and shows their manner of life. The illustrations represent the implements of that strange people, their personal decorations, and their remarkable delineations of animals on horn and ivory.

An amusing illustrated paper, entitled "A Wedding March, with Variations," describes some novel marriage ceremonies at a clergyman's house.

T. B Aldrich contributes a charming poem, "In an Atelier," illustrated by Sol. Eytinge. The same artist illustrates Mrs. Sangster's poem, "Eric's Funeral"—a story of the time, and full of tender feeling. Other poems are contributed by A. F. Will Wallace Harney, and Julia M. Burnett.

The development of our mineral resources is very comprehensively treated by T. Sterry Hunt, being the eighth paper of the First Century Series.

A new serial tale—a domestic story of New England life—by Julian Hawthorne, is commenced in this number; and Miss Thackeray's novel, "Miss Angel," is continued. Two short stories are contributed, "Paul Eveleth's Portrait," by Helen W. Pierson, and "Enfranchisement," by D. R. Castleton.

John Bigelow commences a very notable series of Haytian Proverbs.

Readers interested in natural history will be delighted with Mary Treat's brief paper on the architectual habits of birds.

The *Easy Chair* discusses some questions of etiquette in public places; Addison and old-fashioned books; party nicknames; and the National Academy exhibition. The *Scientific Record* presents an admirable summary of recent scientific progress; and the other editorial departments are up to their usual standard of excellence.

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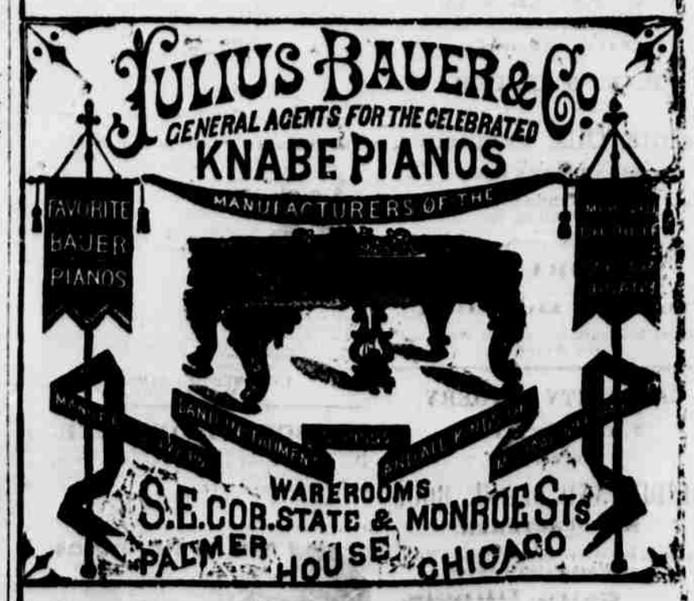
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