POPULATION AND IMMIGRATION. Leople's Findicator.

OFFICIAL Paper of the Parish and City of Natchitoches Largest Circulation of Any Country Paper in the State. JAS. H. COSGROVE. . . . Editor. **BATURDAY. - - AUGUST 21, 1880**

SPECIAL NOTICE.

From and after this date, Mr. JAMES P. SHANSY assumes the Business man-agreement of the PEOPLE'S VINDICATOR. Centrasta for advertising and job work will be made by him, and dues past and current payable to his order. Natobitoches, June 19, 1880.

FOR PRESIDENT. Gen. W. S. HANCOCK Of Pennsylvania FOR VICE-PRESIDENT, WM. H. ENGLISH Of Indiana.



OUR EMBLEM.

We piece at the head of our colmas the amblem of American liberty. as personified by GEN. WINFIELD Scorr Hancoort. The dead chicken in his talons is a type of what the plary-grabber, credit-mobilier swindier Garfield will be next November, on which occasion he will be consigned to a resting-place where the hand of reparrection will never reach him. seral King has been nominated for Congress in the 5th. District.

New Orleans will have five theatres aid two circuses this winter.

The Democrats made one hundred ad two speeches in Indiana, on Babarday last.

of the 15th.

C. A. WRITTEN & Co., have award ed the contract for building a railto Rouse & BALLENTINE.

A creione prevailed at Goliad, Texas, a 17th inst., which demolished twenty-five houses, injured five percons, and caused a loss of \$15,000.

The estimated increase in population in this State for the past decade is about 21 per cent, which, considering political causes and the "advertised" slanders against our climate. which we herein explain, la gratifying. Viewed in a political sense it recains for us our Congressional prominence, while from the stand-point of materialism it shows that we are slowly, but surely advancing. We must admit, however, that

there has been no organized effort to secure to Louisiana the benefits to which nature entitles her. Venal State governments have abused the policy of aiding railroad developments to such an extent, that what is regarded by the progressive Democracy of Texas as sound doctrine, is here denounced as a crime. Louisiana has pledged her name for miles of railroad and has none, while Texas has given away millions of acres of her public domain, and filled herself with them, and at the same time increased her population over ninety per cent in ten years! In the short space of a newspaper article we have not sufficient space to trace the causes of this opposite workings of like causes. The fact, however, of different effects is too patent for argument. Private enterprise is about to secure us those advantages which public aid failed to secure, yet there remains much more for organized private enterprise to do before we an hope for the blessings of immigration-an immigration of farmers who will own and till land, and which can only solve the problem of our

material prosperity. If our people suppose that with Railroads alone, with no effort on their part, the vacant lands of Louisiana will be bought up and settled, they are most woefully mistaken. The men who are to come must be invited; must be told before they let go of their present prospects of a bare living, that we have a soil which pays labor a profit, and a climate as salubrious and healthy as any in America. Texas has done this. For her soil, she has held prominent her Brazos and Oyster Oreek lands; lands similar to the Red and Mississippi rivers, and with no more nor no less good health; and for her climate she has used Louisiana as an opposite for the sake of simile, and in violation of truth, During our recent visit to Texas, we saw the printed statement on hotel tables that Louisiana teemed with malaria and death, while Texas was visited with pure air, which impart-There was frost in the mountain | ed vigor and life to mankind; that sties of New York on the night the same breeze which blew from Mexico's Galf, bore on its wings healing properties for Texas, and yellow fever for Louisiana. Of course all this is false, yet it has produced, along with other artificial causes, this great flow of a thrifty population

to Texas, We are now about to have the railroads, as we before said, and it wrecked were well cared for, howbehooves us to move at once to se- ever, on the Danube. tion. To that end we suggest, at an early day, the formation of a land and immigration Society, composed of all our citizens : the objects and aims of which will be to secure the settlement of our lands with farmers from any section of the globe where industry and frugality are wasting muscle and life in a vain effort to support mankind. A few years ago such an effort was attempted here, but falled from political causes, since that has been removed let the effort be renewed with the addition of the co-operation of the entire State. Next week we will publish the plan of the scheme then proposed, which, with few al-terations, can be made to answer ad-mirably the purposes which we pro-pose. In the mean time, will our brethern of the press take up the ory and aid us in forming this asso-ciation.

ON THE WING.

NEW ORLEANS, Aug. 14, 1880, Dear l'indicator-I arrived last Tuesday evening at 5 o'clock, at Grand Ecore, and as there was no boat in sight, I had ample time to view the surroundings. The first to depend upon for an increase of buplace I inspected was the store of our friend, H. Manheim. I found there a large and extensive stock of everything in the grocery and provision line, and Mr. Manheim assured me

that he has made such arrangements as will enable him to furnish supplies as low as they can be ordered in small quantities from New Ocleans or St. Louis.

After spending an hour on the wharf, in company with our friends Manheim, Valery Murphy, Messi, French, and many others, the boat whiatle was heard in the distance, and at 6 o'clock the Danube reached the landing. In company with J. H. Hill, Tommy Beale, Mr. Gregory and his brother, and Nathan Myer, I went aboard. On being introduced to Capt. Hamilton and Clerk McOhesney. I was most cordially welcomed as a representative of the VINDICATOR. Indeed, all we met on the river were warm in their praise of the course of the VINDICATOR. On board I was introduced to the mother and brother of our distinguished young artist. James C. Moise.

In the cabin of the Danube is sweet-toned Faivre plano, which discoursed sweet music at the touch of skillful and artistic fingers. The artist, in his modesty, requests we mention not his name.

At the Tramway landing the bost met an accident which delayed us four hours. The coupling of the rudder got bent, and owing to a conflict of judgment between the carpenter, engineer and mate, the damage was not repaired for near four hours. At Pineville, we took on a large quantity of lumber and 57 head of sttle for the New Orleans market. The cattle were hard to manage and some got in the river. By the time all were got aboard and the Alexandria freight taken on, four hours more were consumed. When we started again, Capt. Hamilton endeavored to make up for lost time. On reaching Echo, the news of the disaster reached Capt. Hamilton. who, as I wrote you, put on all the steam the Danube could carry to reach the scene. I sent the particuin up by the Yazoo Valley, which Thope reached you in time for today's issue. There are a few other items which I failed to record in the hurry to get the letter off. A drenching rain came down on the unfortunates when they reached the shore. The settlers in the vicinity are represented as having proved themselves anything but hospitable, and

even wanted pay for resouing a dead body. They are said to have been bent solely on plunder, with one single exception, whose name we regret not being able to record. The

The Tap and After.

In our consideration of the bene-

fits which are to come to our town through railroad connection, we must not lose sight of the fact, that it is the increase of the population we are siness, and not to the mere fact of railroad connection with the outer world. This railroad will bring people, they will come to buy lands. open farms, mills, manufactories; to speculate and to merely see. With a railroad, ten years hence, will see our town with ten thousand inhabitapts, because the population of the surrounding country will be five or

of that size can find employment for its population from such a trade. We must not stop at the Tap. We and its charter is perpetual. The must have good roads to Red River; main line of road of the campany exfree ferries at St. Maurice, mouth of Cane river, Grand Ecore, and over | Red River-to a crossing of the Mi -Black Lake. That section reached sissippi River near Baton Rouge, and by these ferries will settle up with immigrants, coming by rall through our town, and they will trade here. Natchitoches has yet a good future if we will only exert ourselves.

the vessel did not burst, and will be found intact when it is raised. He declares that the destruction of the boat was occasioned by the explosion of something in the hold. Capt. George Norton, supervising inspector of steam vessels, has had his attention called to the declaration

of the fireman, and will have proper consideration given it by the Local Board of Inspectors when they open their investigation of the circumstan-ces attendan; on the accident.

It is thought by many that the fireman is correct. The boiler stood several feet above the freight deck of the boat, and it is difficult to understand how its bursting could have wrecked the hull of the boat when the force of the explosion was up-ward and forward.-N. O. Democrat.

Fall List of the Killed—An Interview with Cant. Kouns.

All who remained of the crew of the Bonnie Lee returned Friday morning on the Danube. The com-plete list of persons killed is as fol-OWS

Jeff Posey, second clerk. Jno. McDermott, son of the bar-

Varis Williams, roustabout, drown

Henry Williams, roustabout, drown-

Henry Anderson, roustabout, drown-

Aaron Dixon, roustabout, drowned. Bob White, roustabout, drowned. Charley Howard, ruustabout drown-

Jno. Moss, cabin-boy, drowned. The bodies of the roustabouts Wil-liams, Dixon and Bob White were rerecovered, and buried by their commanions.

The crew, all who were left of them, congregated around the office of the Red River Transportation Company, looking rather the worse

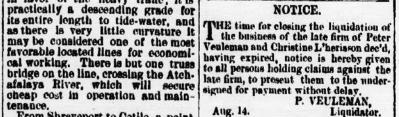
New Orleans Pacific Railroad, From the annual report of the Texas Pacific railway we extract the following relating to the

NEW ORLEANS PACIFIC RAILWAY

By an arrangement with the par ties who have undertaken the construction of the New Orleans Pacific ad, stockholders of the Texas and Pacific Railway Company, and in the companies forming one of its con necting lines, the Missouri, Kansu and Texas, and the Misso ri Pacific Railway companies or their assign-, have the option to subscribe for \$2, 000,000 of bonds and \$1,000,000 of capital stock offer d by the Constrution Syndicate, to be paid for at the rate of \$900 in cash for a \$1,000 6 per cent gold bond, and \$5000 par value ten times as great as now, and a town of the capital stock of that company of that size can find employment for This New Orleans Pacific Rullway Company is organized under special

acts of the Louisiana Legislature, tends from Shreveport via Alexand ris-which is below the rapids on from thence to New Orleans, about 325 miles, and is the longest line of road, projected or constructed, in the State of Louisiana It passes through the oldest and most thickly settled and the finest agricultural portion of the State, and has directly Young men and old men, be up and doing. The Bonnie Lee Disaster. One of the firemen of the ill-fated steamboat Bonnie Lee is authority for the statement that the boller of the vessel did not burst, and will be The line bas been well located

At the above establishment can be The line has been well located found at all times a large and lyaried asand as about 165 miles are already graded it can be completed at a very reasonable cost. The maximum sortment of all goods usually kept in a first-class store, all of which are sold at reasonable cost. The maximum gradients are but 30 feet, and these the very lowest possible rates. Call and see for yourselves. in favor of the heavy traile; it is



From Shreveport to Cotile, a point on Red River north of Alexandria, is a flue agricultural country, and along this part of the line a bale of cotton to the acre, and from 30 to 40 bushels Mass Meeting of the Voters of Ward 1 of corn, together with wheat, oats, tobacco, hemp and live stock are easily raised. From Ootile south the line passes through what is known as the Delta of Red River, the rich-est and most productive portion of the State, extending for upwards of 21st inst., at 12 M., to select delegates to the Parish Convention, which will be held on Monday, 23d inst. 200 miles along the valleys of the Red and the Mississippi rivers. It is Vice-President, Parish Executive Com. through this section of country that the enormous crops of sugar, cotton corn, &c., have been produced for years without any impoverishment filed in my office his provisional account

of the soil. On many of the sugar plantations 2,300 pounds of sugar and three barrels of molasses per acre have been readily made year after year for many years, and from a bale to a bale and a half of cotton, and good crops of corn and small grains are grown in the same loca-lities. The country is well settled, and it is believed that the local business alone will more than provide for the fixed interest charge on the construction bonds of the company, that are limited to an issue of \$20,000

IMPORTANT To Soldiers, their Heirs, or others desirous of loca-ting lands upon the Public Domain. Sond for the July number of THE COMOPOINTS, in which is given full information where the best Gov-ernment lands are yet subject to Entry, taken from the Correspondence of the U.S. Land Of ficers and others in all parts of the United States. Explains fully also how Soldiers, Sail-ors, their Widows and Orphans can locate their rights by an Agent ; also explains clearly who are entilled to rights they can dispose of with-out settlement. In addition is given the Law in full with recent Amendments and Rulings ; how everybody, Soldiers and Civilians, can lo per mile of road. The distance from Shreveport to Baton Rouge is about 230 miles, and Company, looking rather the worse for the terrible ordeal through which they bad passed. During the day they were paid off and dispersed, many of them going in search of many of them going in search of

Alew Orleans Advertisemente New Advertisements. A. PLASSAN & CO. Homer Masonic Insti-COTTON FACTORS tute for Young Ladies. -AND-COMMISSION MERCHANTE Twen'y first Annual Session begins SEPTEMBER 1, 1880. No 198 Gravier St.,

BOARD and tuition per month, \$15. Music included with the above, \$20, B. P. ABAT. Special Agent

payable monthly in advance. W. C. SHEFARD & CO. Taition, 3, 4 and 5 dollars per month. Incidental fee per term \$1. For further particulars, address T.S. SLIGH, A. M., Prest.

R. A. SMITH, Pres.

Homer Male College.

THE TWENTY-FIRST SESSION will

payable at the end of each month.

-Dealer in-

STAPLE & FANCY GROCERIES

NOTICE.

POLITICAL!

The Democratic voters of Ward 1 will

meet at the Firemen's Hall on Saturday,

NOTICE.

Succession of P. A. Morse, dec'd.

A. E. LEMEE, administrator of the above named succession, having

the judgment of the Court. GEO. W. KEARNEY,

aug. 14-2t. Clerk 11th Dist. Court.

Aug. 11-3m.

pupil's entrance

Aug. 14,--3m.

AMERICAN CHINA HOUSE Homer, Claiborne parish, La.

No. 49 CAMP STREET,

NEW ORLEANS, LA.

New Orleans

May 8-6

We append a few prices:

begin the First of Septomber. Tuition, 3, 4 and 5 dollars per month, THE AMERICAN CHINA DINNER, BREAKFAST AND TEA SETS, com-prising 160 pieces, for \$15, Contingent tee \$1 per term paid on the REAL FRENCH CHINA DINNER

Board at the College, including wash SET, 115 pieces, for \$20. ENGLISH STONE CHINA DINNER ing, fael and tuition, from 14 to 16 dollars per month, payable monthly in advance. Address 8ETS, 124 pieces, for \$12.

ENGLISH STONE CHINA CHAMBER SETS, comprising 10 pieces, for \$1 50. DECORATED CHAMBER SETS, WA

MRS. P. KAHN. different colored bands, 10 pieces for 84 50.

GLASS GOBLETS, from 60 cents to 1 per dozen. Particular attention given to Korel.

Cigars, Liquors, Etc. Second Street, Natchitoches, La.

aug. 14-tf.

Liquidator

L. CASPARI.

rational antenno green to sore-ties and specialties pertaining to the House-furnishing Department, Orlay promptly attended to, Call and examine before purchasiag. W. C. SHEPHARD & CO. April 24, 1880.-12m.



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& CHILDRENS

SEASONABLE CLOTHING. SHIRTS & FURNISHING GOODS lways on hand. Clothing made to min.

Samples of goods and rules for self and urement sent on application. Prices as low as any in the city. Gash guaranteed first class

> H. B. STEVENS. 109 Canal St., NEW ORLEANS.

April 24-3m.

W. H. MERKEL Wholesale Grece

of administration, notice is hereby given to all persons interested to file their opposition thereto within ten days from the date hereof, in default of which the said account will be homologated and made



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NEW ORLEANS.

C. DUHAMEL,

CANAL STREET.

NEW ORLEANS.

111

April 24, 1680.

April 24, 1880,

Ex-Governor HERCHEL V. JOHNSON, of Georgia, died at his residence in a county. He was 68 years of ngo, and had held many positions of honor and trust.

Gevernor Rossars, the old alcalde, men .mominated for Governor by the y of Texas on the first

The Democrate of Georgie failed to to a candidate for Governor, of Onovert and Noswoop are both

B. Grant, who shot and killed R. J. Gamm at Donaldsonville La., on the 18th. July was admitted to ball, by Cuaryans, in the sum of \$1900.

tered S. the trotting wonder of fen Jerk, sourse, a mile in 2.114,

The Delegates from Defloto parish to the 4th Congressional District Con-vention, furr selected last Returday, and Instituted to vote for Judge Pr.AM. Dot

inter number of Estern Tra-Ohimgo, Ill., to stlend the hommoment of the Lodges of the United State

territie parish souds the following to the Oo Del Ono-A-JULL De. J. O. BROWN. WH. H. T. Scars, T. J. Bortan, M. PROTERO and H. G. POOLE. and they are divided be-BLAN and WATELINS for Con-

The Indian sewagapers of the North are bowing about fraude is the ceases of the Sourthern ristendent WALKER onys te mas ever taken so with sofeguards as the ald be certain.

R now turns out that the Banous were all killed by a mob when a were discovered. The d woman was tramps - HANGER ed a ride to Kanma, and

in H. English, Demofor tice. president, and in Ph coburg, Pennthat the prospects for a sile versery in Indiana at the fighting is not so bright as To anyy that the Re-And Southing Albs Anarross, Martinessia, by money of Martiness Segure votes and anoy. The by trust.

Weather. Future Indications,

The condition of the cotton crop is not such as our farmers would wish. and there is no use denying the fact that it has been greatly injured by the incessant rains of the past month. The New Orleans Democrat of a late

date has this to my in relation to the injury occasioned by the rains:

injury occasioned by the rains: Heavy raios like these, and at this period of the year, are necressarily injurious to the crops, and especially to the cotton crop. This was par-ticularly unfortunate, as the cotton was never in better condition than at the beginning of the month; if was several weets earlier than inst year, is spleadid condition, had escaped worms and all the diseases of cotton, the acruage also was much larger than last year, and everything prom-ted the champion crop, not only of the century, but of all time. But complaints now come up from every quarter. Two-thirds of the Arkan-mes counties complain of too much rain; Mississippi delares the condi-tion of the crop "not good;" North Carolina complains of heavy rains and ocol nights, and Texas of land abadoned on account of too much and ecol nights, and levas of hand abaadoned on account of too much rain. The crop reports published by the Democrat yesterday show a simi-lar condition of affairs in this State,

iar condition of affairs in this State, as follows: East Carroll, crop injured by too much moteture short grep; Claiborne, weather unfavorable; Natchitoches, crop injured by rains 7 per cent; Iberia, injured by rain 20 per cent; Rapides, injured 10 per cent, etc.

It will be of much concern to our farmers to learn that Prof. Tics and the numerous weather prophets are is the opinion that Auguet will also be a wet, as well as a day in September; Maine, second tion, their prognestications have had boiling hot weather with almost daily beavy rain showers.

However, these weather predictors tate that cold will be in close order plate after, and name October 18th for a

ais glorious uses are the score of men, the admiration of fools, Mole of parasises, and the sloves Vain glo

From this time forward nothing occurred to mar the pleasure of the trip. The boat reached her landing

at 6 o'clock Friday morning. The following are the officers of the Daaube, and a more efficient set

never run a boat : G.C. Hamilton master: J. C. Mc-Chesny, T. J. Dowty and W. H. Devianey, clerks; B. W. Kay and H. P. Readman, pilots; N. Johnson and Ed. Bird, engineers; Jack Weaver

and Jno. Casto, mates. We took leave of Mr. Hill, who goes to Chicago to secure the most

approved agricultural implements for the Red River planters. Mr. Hill is a man of sound judgment and erthe people.

Col. Will Strong also leaves this evening with the Knights Templar, who have been invited to participate in the Triennial Conclave, which assembles in Chicago.

The lumber mills at Pineville and other places can scarcely supply the demand along the Red and Mississippl rivers, which speaks well for the march of improvement.

I was warmly received by every body, and the course of the VINDICA-Ton has been the subject of general praise. In fact, it bids fair to become as popular in New Orleans as it is at

home. I close this letter in baste to get it on the boat,

Stock and Fences.

Western Texas has retarded her growth of population by large pastures, and we are some evidences of an effort being made in this State to force those who own no lands to sell their stock, and allow them to own none. Such, in our opinian, will do more to deter immigration than any thing we can do. The class of people we want in Louisiana is the "60 acre farmer." Dot this State with them and we will be rich and prosperous beyond expression. These people must have free pasturage on the grazing lands, and we trust the public will see the necessity of beating at once this attempt to choke out immigration.

State Elections,

State elections will occur this year as follows : Arkansas, first Monday in September; Vermont first Tues. very hot month. So far, in this sec- Monday in September: Colorado. first Tuesday in October; Indiana. Obio and West Virginia, second Tuesday in Ootober; Collfornia, Connecticut, Delaware, Florida, Illizois, Iowa

Kanese, Kentucky, Louisiane, Mary-land, Massachusette, Michigan, Min-nesota, Mississippi, Missouri, Nebmeks, Nevada, New Hampshire, New Jersey. New Time, North Caro-lina, Peansylvania, South Carolina, Tennesse, Texas, and Virginia, Nores, Texas, and Virginia, Nor-

S S; Georgia, Hovember 3,

Kouns, commander of the ill fated vessel, seated upon the gallery, and approached him, remarking :

"Captain, are there any particulars concerning the explosion other than those already published in the Picavune 1

Very few. It was a dark night and there was a strong current. At about 9 o'clock when we were near Long-wall's Point, we ran over some ob-struction and then went back. Sud-denly the bottom of the boat was torn through and pushed the boat up, thus, in my opinion, causing the boll-er to hurst " er to burst.

"Were there any persons near the buller at the time?" inquired the newsgatherer

"Yrs, Mr. Jeff Posey, the Second Olerk, was aitting immediately over it and was herribly mangled. Three perience, and knows the wants of negroes were also standing near, but escaped with slight bruises. The force of the shock knocked several of us into the water." way and its connections; and via this road it will furnish another all-rall highway between St. Louis and

"How long after the accident did the Bonnie Lee sink ?" asked the retween your company and this New Orleans Pacific Railway Company will be so large, and the business re-lations so intimately connected, your board recommend to the stockhold-

porter. "About two minutes," replied the captain. "Those of the crew who were caught in the wreck were drown-We were all, with the exceped. We were all, with the excep-tion of the six passengers, in the wa-ter for some time. My men were wonderfully cool and clear-headed, and in a moment a life-boat and two yaws were lowered and the passen-gers taken to shore. Mr. John Dou-glass, the mate, and Mr. Dillon, the cleark were endedally active at mosshall be completed and equipped, either by a consolidation and merlerk, were especially active in resuing the men."

"Did you suffer any hardships af-'er the wreck ?" questioned the incapital stock for the stock of the New Orleans Pacific Railway Com-pany; provided, however, that no issue of capital stock shall be made in excess of \$20,000 per mile of road terviewor

"Very few," remarked Capt. Kouns,

"Very few," remarked Capt. Kouns, "The crew camped out near the wreck, and lived on the provisions which they found on the vessel, The ladies were taken to Ware's and Babin's landings, and the kind hos remes there took good care of them. When the Silver City passed up the passengers boarded her and continu-ed their trin." report, gives a fine description this country, and we should judge from the numerous orders coming from Northern sections for copies of the d their trip."

"Were there any affecting scenes during your watch by the wreck ?" "Only the finding of the bodies and VINDICATOR that this good advertisement of our section was having a their burial. When the cabin was detached from the rest of the wreck fine effect. Our enlarged lasue of September the bodies came up and were imme-diately recovered. The funeral, al-though it lacked all of the usual ac-5th, will contain a full description of our parish, its soil, climate and productions. As we will be at heavy companiments, was very touching. The crew slayed there two days un cost in its compilation and publicatil the Danube arrived and took us tion, we think our citizens should on board."

aid in circulating the edition in North-As the Captain rose to go and pass-ed into the office, Mr. Dillon inquirern and Southern States. Give in orders early.

ed: "Well, Captain, how's your wound ?" Capt. Kouns lowered his head and displayed a deep scar on the crown caused by the falling of a piece of timber which knocked him over-

board. The "Bonnie Lee" was one of the The "Bonnie Lee" was one of the best built hoats of her size. The wrecking boat "Osage" has gone up to take what freight there is left out of the boat, the greater part of the cargo having floated away at the time of the disaster. Mate Douglass and a deak hand are still with the vessel. -N. O. Program. -N. O. Picayune.

There is one blessing of which people never know the value till they have lost it-and that is bealth. Health seldom goes without temper accom panying it; and that fied, we become a burden on the patience of those around us, until dislike repla-

In full with recent Amendments and Eulings, how everybody, Salders and Civilians, can lo-cate PREEMPTIONS, HOMESTEADS, and TIMBER CLAIMS; an article fully in the interest of the borneless, and for sale at 10 cents per copy. Address at once, before all are gone inclosing largest vessels can discharge and receive freights alongside the railway company's warehouses; and besides the cotton, hides and wool from northern and western Texes that will

As the interchange of business be-

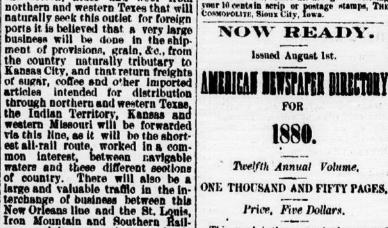
ers that the officers of your company be authorized to negotiate for a con-trol of the corporation, as the road

franchises, or by an exchange of Texas and Pacific Railway Company

Col. THOMAS SCOTT, who signs this

New Orleans.

so acquired.



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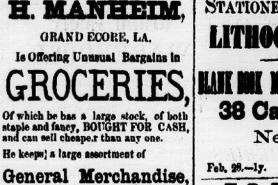
It gives the Politics, Religion, Class o Characteristics

It gives the Days of Issue. It gives the Editor's Name. It gives the Publisher's Name. It gives the Size of the Paper. It gives the Subscription Price. gives the Date of Establishment H

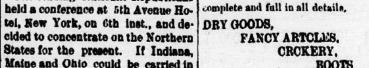
about the circulation, and several valua ble tables and classifications. Revised annually, and information brought down to the latest date. Sent to any address on receipt of the

price. Address GEO, P. ROWELL & CO.,









Maine and Ohio could be carried in October, then, and not till then. would they help their Southern breth-Corn, Bran, Oats, and MEDICINES

The GARFIELD Hippodrome which salavanted through New York State last week is pronounced a flat failure. No enthusiasm was aroused. Conz-LIN was conspicuous in absence.

ten.

Political Points.

Idieness is the dead sea which swallows up all virtues, and is the self-made sepulates of a living man.

