

WASHINGTON LETTER.

The Philosophy of Rain Storms—How They are Begotten. Railways as Storm-brewers—DeLesseps and Canals. The Nile and the Mississippi—The Great River Ten Thousand Years Ago—European and American Statecraft—A Simple Demonstration—Chicago's Canal—Whisky and Water.

Special Correspondent of the Gazette. Washington, March 5.—I was saying that mankind lived at the bottom of an ocean and ask whether you ever shook a rosebush or tree from which rain or dew drops fell? When the atmosphere above us is shaken by the lightning's stroke have you not seen the rain fall? Have you not seen water in the air condensed on the window pane? The air is full of moisture, and when there is more than it can contain, and electric forces unite the particles, it comes pattering down, drop by drop, on the shed of poverty to lull its jaded inmates to repose. It makes the fields smile with verdure and bedecks fields and plains and hillsides with beauty to be kissed away by sunbeams and transfigured again into clouds to weep again when lightning flashes or electric or other disturbing forces condense and again send it down to slake the thirst of fields and flowers. It is an atmospheric sea of moving waters at the bottom of which we live. Of laws governing its movements we know little, but have often wondered whether the moon that moves the ocean's billows, governing its tides, does not so gather and distribute those that rise and fall along the unknown shores of this atmospheric sea above our heads. Is it the perpendicularity of the horned moon that makes the rain fall, as popular faith and tradition have it? Or is it the volume of atmospheric water drawn after the moon, and thus collected by Homer's Zeus Nephelegetes at some point nearest earth's satellite, as at another bay of Fundy, where ocean tides run highest, are they thence precipitated, as recently in the valley of the Ohio? Can the signal bureau's philosophy trace no connection between the moon's movements and those of densest clouds? Is there none between the oil-mentioned "region of rainfall" and the pale-faced mistress of nocturnal skies, who, like woman governing the tide of human hearts, governs those of atmospheric terrestrial seas? Why does the superstition of the ages tell of "dry and wet moons"? What real connection is there between the tides of the atmospheric sea which we define and the position of the moon in the heavens? Did "gentle Dian" overwhelm Louisville and Cincinnati? Were they moon-struck? Perhaps Water-son knows.

RAILWAYS AND STORMS. It has often been insisted that railways exert infinite potency in directing the course of rain-storms. The railway system of the United States converges at Indianapolis. The broad district between the Ohio and the great lakes is striated with railways. When Chicago was burned it was imagined that the convergence at that point of the continental system of interminable conductors of electric currents begot that intensity of heat which melted the Tribune building of stone when it sunk, a heap of ashes, to the earth. It is observed that rain-clouds follow railways across once arid western plains, and that vegetation springs up along their line of march, and trees rise, modestly at first, to kiss the steam as it is condensed, and then to bathe their heads at last in that atmospheric sea of which we tell. The dry air is filled with invisible clouds exhaled from the trees, and visible clouds at last are formed, and convulsive forces of rattling, roaring, thunderous railway trains compel the unity of particles of moisture and in diamond drops they fall and cluster upon ears of corn and about the heads of golden wheat more beautiful than jewels, adorning fairest women in fashion's revelries. Have all these agencies co-operated in the valley of the Ohio to begot this deluge now bending its resistless way down the overwhelmed valley of the Mississippi to the sea? Did the pale-faced moon empty her "horn of plenty" upon Louisville and Cincinnati? Did hillsides and valleys denuded of vegetation thrust the descending floods, full of alluvium, into rivulets that choke up rivers and overwhelm villages and farms? Did railways generate electric currents to draw after them clouds thus harnessed to countless trains and unload at Indianapolis? Was there not co-operation of all these forces made operative by man and nature to begot this more fatal than Noachian deluge? Can the signal bureau tell, or, ascertaining causes, can it regulate or control the tempests and the whirlwinds and electric forces that drive about the invisible waves and currents of the ocean at the bottom of which we live?

AMERICA AND EUROPE—THE DIFFERENCE. These facts have an American significance demanding the attention of statesmen, and of the people. The first conspicuous result of the construction of the Suez canal was the discovery—though when it was first opened it was broad and deep enough for the greatest ships commonly employed by mercantile countries—that vessels of this description have steadily and rapidly grown greater in capacity and in draft. It is almost as cheap to navigate a vessel of 8,000 as one of 4,000 tons burden, and it costs as little, through the intervention of elevators and steam engines, to load and unload the great leviathan of the deep as the little winged sea birds that "protected" by navigation acts, sail along our own coasts and may be towed through the jetties to New Orleans. These jetties, like the Suez Canal, already belong to a past age. Each steamship added to British, French, and German lines, plying between New York and European ports, is longer and more capacious than its predecessors. De Lesseps, anticipating these facts and the final abandonment of the Cape of Good Hope route from Western Europe to

India, foretold the necessity now operative for the enlargement of ships, and therefore of his canal. Europeans, and European statesmen and capitalists, unlike those of the United States, would remedy, at once, obstructions to the development of an international and intercontinental commerce, and engineering genius is employed in ascertaining whether the Suez Canal may be more cheaply enlarged and deepened or whether it must be duplicated. THE SUEZ CANAL TO BE DUPLICATED. De Lesseps was pronounced a dreamer and enthusiast, or, as vulgar people term it, a "crank," when he said, while planning and again when carving out the Suez Canal, that he would soon be compelled to make another parallel with it. The necessity for the enlargement of the Oriental route of commerce is already confessed, and engineers have only to determine, by careful surveys, whether it will be wiser to excavate a deeper and broader parallel conduit for the waters of the Mediterranean and Red Seas or enlarge and deepen this now incapable of accommodating the growing number and tonnage of vessels plying between Europe and Asia. It is believed, since the draft of the world's commercial marine, like its war ships is constantly increasing, and since the greatest ships cannot pass through the canal of to-day, that another, broader and deeper, will be dug parallel with the first. There is no want of money to be invested in this scheme. Suez Canal stock is, by all odds, the best that is bought and sold by European bulls and bears.

INFIDELITY OF COMMISSIONERS. Here, on the contrary, statecraft stands amazed and helplessly paralyzed in the presence of a sea of unrestrained floods desolating states and beggering an imperial domain. Commissioned after commission of expert experts and of congressmen are invited to sail down the Mississippi, as if they could learn aught of a monstrous volume of facts and mysteries by inspecting its cover and inscriptions on its back. They never read more than the title page and preface as written by those who have discovered doubtful local and personal security in levees. They never reflect that while native selfishness would have dykes constructed for local security, each individual confesses when sleeping behind frail and baseless earthen walls, constantly undermined and swept away by resistless floods, that there is another incentive quite as strong for this advocacy of plans of levee builders discovered in this local and endless expenditure of vast sums in the perfection of tasks forever reproducing themselves and forever demanding a greater wastefulness of treasure.

HOW TO EMPTY A BARREL. Everybody confesses, in the presence of the sea of waters now overspreading the valley of the Mississippi, that no earthen walls can hedge it in, and yet no sooner do floods subside than the stupid task is reinaugurated. And what is more amazing, these dyke-building philosophers, when told that outlets into the sea must be made, would dip the water out from the overflowing hoghead instead of boring a hole in the bottom that it may empty itself. Instead of unplugging the Mississippi and suffering it to discharge itself into Lake Borgne, Mr. Carlisle insists that we must meet the floods at Cairo, and there begin the process of diversion. He never thought born in Kentucky, emptied a barrel from the bung-hole. If there were any receptacle for the floods, except the Gulf of Mexico, Mr. Carlisle's reasoning would be sound. If water in the river were not an unit and stood still at Cairo when its level is reduced twelve feet at Lake Borgne, then Mr. Carlisle's reasoning would be well founded. If he would say that the reduction of the river's height twelve feet at New Orleans, and the same lessening of its height along its whole course would not prevent overflows, and that, therefore, other outlets must be provided and tributaries of the Mississippi diverted, then his theories would be universally accepted.

THE NILE AND THE MISSISSIPPI. But one great end is attained when the groaning flood now descending the valley at last tells mankind that earthen walls a mile apart and four hundred feet high would contain the deluge now forty miles wide and ten feet deep, and sweeping over the country from Cairo to the Balize. We must look to Egypt of old and to Egypt of to-day for lessons in measures of commercial statesmanship and in those of hydrodynamical philosophy. Instead of jetties partially damming the river at its mouth, and instead of admitting ships of two and three thousand tons, the necessities of this land and cheap clothing require the adoption of the policy of De Lesseps, and a ship channel, admitting vessels drawing forty feet, must be carved out from New Orleans to tide-water, and outlets, like that proposed into Lake Borgne, which is an arm of the Gulf of Mexico, may be opened and rivers diverted from the Mississippi, even as Egyptians of old diverted part of the Nile when its channels leading into the Mediterranean could not contain its floods, into the Red Sea.

THE MISSISSIPPI AND THE CANAL. Mayor Harrison of Chicago goes a step further than Mr. Carlisle. He would have the process of utilizing the Mississippi as a commercial agency begin near the north pole, and a ship channel dug from the Illinois and the upper Mississippi leading to Chicago. Mr. Harrison and his associates tell how the cost of transportation by this costly artificial route would lessen the cost of bread in Europe and New England, and how railway rates would be regulated by a "commission" thus constructed, which no combination of railway capital could bribe. Mr. Harrison's canal would be useless in winter, the ice king establishing an embargo and while he would regulate freight rates on all east and west railway lines, the perfected navigability of the Mississippi would define and regulate these rates through the whole year, and not only on east and west, but on all railways. If the Mississippi were made a Bay of Venice, as it will be when its waters are confined to its banks, and when its channel is thus deepened by its current, thus utilized as a dredging machine, there will be little need for Mayor Harrison's canal as a regulator

of railway freight rates. The water way from the upper valley of the Mississippi to Europe and to Boston will subserve every commercial necessity, at every season of the year, contemplated by Mr. Harrison and his canal-enlarging associates. But it is better to enrich the rich than to aggrandise the poor and unemployed—the few than the many. It will therefore be eminently proper to execute first the local scheme of Mayor Harrison, and have other commissions, even one of senators, go pirouetting and junketing down the valley of the great river. Practical action is thus postponed, and no more effective method can be discovered for the augmentation of tariff revenues than by the resulting extinction of sugar and cotton production in the lower valley of the Mississippi.

A SIMPLE DEMONSTRATION OF THE PROBLEM. Suppose that Vicksburg, as the spot was some ten thousand years ago, were to-day on the verge of the Gulf of Mexico. The sea level being 100 feet lower than Vicksburg, the Mississippi would there plunge down a precipice 100 feet high into the Gulf of Mexico. What would be the result? Would not the channel above Vicksburg be lowered the whole distance to Cairo and above? Would not the channel become an inclined plane from Cairo to Vicksburg twice as steep as the channel of to-day from Cairo to New Orleans? Would not the current have double its present velocity and scouring force? Would not all these floods at Cairo and below be drawn off and overflows impossible? The proposed Lake Borgne outlet, to a less extent, accomplishes every result effected by this supposed restoration of facts of ten thousand years ago.

THE TWO GLASSES. There sat two glasses filled to the brim. On a rich man's table, rim to rim; For greater than a king am I, And one as clear as the crystal flood.

Said the glass of wine to the paler brother, "—let us tell the tales of the past to each other. I can tell of the banquet and revel, and mirth, And the proudest and grandest struck on earth Fell under my touch, as though struck by lightning. Where I was a King, for I reigned in might, From the head of Kinus I have torn the crown, From the heights of fame I have hurled men down; I have blasted many an honored name; I have taken virtue and wit from the world; I have tempted the youth with a sip, a taste, That has made his future a barren waste. Or than any army beneath the sky; I have made the arm of a driver fall, I have made the ground of a warrior bare, I have made good ships go down at sea, And the shrieks of the lost were sweet to me, For a King destroyed, or a murdered host, But by crystal drops made light and glad— Of wine, I've quenched, or brows I've saved, Or hands I have cooled and souls I have saved. I have leaped through the valley, dashed down the mountain, Flowed the river, and played in the fountain, Slept in the sunshine, and dropped from the sky. And everywhere gladdened the landscape and eye; I have eased the hot forehead of fever and pain; I have made the parched meadows grow fertile with grain; I can tell of the powerful wheel of the mill That ground out flour and turned at my will; I can tell of manhood ceased by you That flitted up and crowned anew. I cheer, I help, I instruct and aid; I gladden the heart of man and maid; I set the chain-wise captive free, And all are better by knowing me."

THESE are the tales they told each other— The glass of wine and its paler brother— As they sat together, rim to rim, On the rich man's table rim to rim.

GRAYSON COUNTY.

Correspondence of the Gazette. Denison, March 5.—The fire Saturday morning proved a closer examination more costly than at first supposed. The loss is now estimated at about \$50,000. Luckily, however, the amount is almost covered by insurance. Oliver McCarthy, whose two buildings were entirely destroyed, will at once commence the erection of a fine two-story brick building. He is an old-timer, and an energetic business man. His insurance was \$29,750, and during the night from Saturday to Sunday one or more of the light-fingered gentry relieved the hardware establishment of Leeper & Boldrick of about fifteen pistols, some of them Colt's improved and the balance "bull-dogs." He was considerate enough to leave a few, but probably he could not pack them all. It is supposed the curs were hid away in the store when it was closed Saturday evening. There should be vigorously enforced in all the cities of our state. The real estate boom still continues. The Denison Improvement Company has disposed of quite a number of blocks within the last week. Their land is of the best quality for fruit raising. Empty houses are not to be found in our city and building goes on in every ward. It is to be noticed that the buildings now in course of construction are not of the cheap order, but good substantial ones. Streep's hotel will now be commenced, the rock being all out and on the ground. It will be a three-story structure.

Notice.

Mr. W. A. Garner, late in the live stock commission business, is now in the employ of this company, and may be found at its office on Second street, ready to represent its interests and to give his attention to its business. TEXAS INVESTMENT CO. Fort Worth, Feb. 15th, 1883. If

HOOD COUNTY.

Correspondence of the Gazette. Thorp Springs, March 5.—There is quite a lot of cotton yet in the gin yards at Granberry. Corn planting began last week, there will be a great deal planted this week. Mr. Merrell, a stylish young gent from Wetherford has been at the Springs for the past two days on particular business. He represents that their graded school under the able management of Prof. Harris is moving on splendidly. Mr. Putnam sr. and lady were at

the Milken House the other day. Mr. P. is a New England manufacturer, owning a large factory at Lowell. A few years ago he established his son on a thirty thousand acre sheep ranch on the line of Erath and Hood. Last year they sold their sheep and bought cattle. Both father and son are "gentlemen of the old school." They are successful business men and are making warm friends among the people here as fast as they become known.

There is a fair prospect that wool will command a good paying price in the spring. If this prospect is realized, Texas wool growers will be away ahead as a rule, by next fall. Some of them, many of them in fact, are still in debt, but a good lambing, a good shearing, and good prices for their wool, will make them a happy lot of fellows. Do we really think so? In the expressive language of the western frontier, "we would smile."—Texas Wool Grower.

THE TWENTY-THIRD

Annual Statement of the

EQUITABLE

Life Assurance Society

OF THE UNITED STATES.

HENRY B. HYDE, PRESIDENT,

For the Year Ending Dec. 31, 1882.

Amount of Ledger Assets

Jan. 1, 1882 - \$41,511,949.03

INCOME.

Premiums, \$8,922,369.08

Interests, rents and realized net profit-investments and on sales of real estate, - 2,956,802.33 11,879,171.41

\$53,391,120.44

DISBURSEMENTS.

Claims by Death and Matured Endowments, - \$2,966,950.23

Dividends, Surrender Values, and Annuities, - 2,941,044.83

Discounted Endowments, - 139,546.50

Total paid Policy-holders, \$5,977,541.56

Total Assets Dec. 31, 1882 \$48,025,750.86

Total Liabilities, including Legal Reserve for re-assurance of all existing policies (N. Y. State Standard) - \$37,367,076.39

Total Undivided Surplus, \$10,658,674.47

Of which the proportion contributed (as computed) by Policies in general class is \$6,713,422.47.

Of which the proportion contributed (as computed) by Policies in Tontine class, is \$4,945,252.00.

NEW ASSURANCE WRITTEN IN 1882,

\$62,262,279.00.

TOTAL OUTSTANDING ASSURANCE,

\$232,829,620.00.

The amount of new assurance written during 1882 exceeds the largest business ever done by any other company in one year.

For sixteen years--1867 to 1882, both inclusive--the society has written a larger aggregate amount of new assurance than any other company.

Total amount paid policy-holders since the organization of the Society, \$66,889,572.56.

The amount of Surplus, \$7,825,750.86, over liabilities (four per cent. valuation) is larger, and the percentage of death claims to the amount at risk is smaller, than in any other of the five largest life assurance companies.

The Society issues a plain and simple contract of assurance, free from burdensome and technical conditions, and INCONTTESTABLE after three years. Such policies are payable IMMEDIATELY upon the receipt of satisfactory proofs of death, and without the delay of sixty or ninety days, usual with other companies.

The Society has no contested claims on its books.

BEN MAY, St. Louis, General Manager.

ROBT. GRIBBLE, Waco, Texas, General Agent.

Office: FIRST NATIONAL BANK, FORT WORTH.

References--First National Bank, City National Bank, Tidball & VanZandt, Bankers, H. O. Edrington, Traders National Bank.

S. M. FRY, EXCLUSIVE DEALER IN BOOTS AND SHOES. No. 24 MAIN ST., FORT WORTH, TEXAS. We recognize the fact that the BEST GOODS are always THE CHEAPEST, and we only keep first-class goods, which we guarantee to our customers. We will show that this free of charge; also fasten on buttons free of charge.

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