

# The Daily Telegraph

PRICES.

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## DAILY TELEGRAPH.

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V. M. TELLES, Publisher and Business Manager.

### Snow in Vermont.

BURLINGTON, Vt., May 28.—Snow to the depth of several inches is reported at various towns in Northern Vermont and fears are entertained of severe damage to crops by frost.

### Church Burned.

ELMIRA, N. Y., May 28.—The First Methodist Episcopal church on Baldwin street was discovered to be on fire yesterday morning at 2 o'clock and despite the efforts of the firemen the magnificent building was totally destroyed. The church was erected in 1876, and was one of the finest church structures in Elmira. Loss on building and furniture is from \$70,000 to \$75,000.

### Fast Trains.

St. LOUIS, May 28.—Commencing on next Sunday the Wabash railroad will materially quicken its time schedule between here and New York and run the fastest East bound train that leaves this city. Its morning train will leave here at 6:35 and arrive at Grand Central depot the next evening at 8:30, and the night train will leave here at 6:35 and reach Toledo at 8 a. m., Buffalo at 6:10 p. m. and arrive at the Grand Central depot in New York at 7:30 the second morning.

### Senator Boatner Robbed.

NEW ORLEANS, May 27.—A Baton Rouge special to the Picayune says: Geo. Lehder, a notorious character from New Orleans, was arrested Wednesday by Chief Hillen and jailed. Chief Bachemin telegraphed that he was wanted in New Orleans, and he was sent down this afternoon.

Senator Boatner of Monroe La., was robbed of \$200 Sunday night and Lehder was suspected of complicity, but nothing was found to connect him with the case.

[George Lehder has been wanted since March 2, for breaking open hogheads and stealing sugar therefrom on the levee head of Crossman street.]

### Northern Pacific Land Grant.

WASHINGTON, May 28.—Republican senators held an order of business caucus yesterday morning but accomplished little besides deciding to take up at once the bill to forfeit the Northern Pacific land grant from Wallwalla to Portland and to refer the house arbitration bill to a special committee of which Gen. Logan is chairman. The latter action was taken in spite of protests of members of the committees on education and labor. The caucus committee was taken to task for having fixed an order of business three or four weeks ago without giving senators who are members of the committee a chance to be heard. Senator Platt was asked not to press his open executive session resolution to a vote at present, but let it go over to next session. He did not assent to this, but no positive understanding was reached upon the subject.

### THE LOUISIANA LEGISLATURE, FAVORABLY REPORTED

BATON ROUGE, May 27.—The committee report favorably on Senator Foster's railroad bill requiring public carriers to settlers at the point of deliv-

ery for all freight they may fail, refuse or neglect to deliver and for all damages done while in transit, and conferring jurisdiction on courts of the domicile.

Also a favorable report on the same Senator's bill, authorizing the institution of suits for the recovery of certain claims before courts having jurisdiction of the property when the owners are not domiciled in the parish where the property is situated.

Also favorably on an act to prohibit the malicious discharge of firearms in the near vicinity of private residences, churches, etc.

Favorable report will also be made on House bill No. 70, to shift the burden of proof in suits for damages against railroad corporations.

Mr. Murdoch, of the House, appeared before the committee and opposed the bill relative to public carriers, on the ground that it is unconstitutional.

Before the Claims Committee came up the old act making an appropriation to pay the fees of the counsel employed by Gov. Wiltz, in May, 1880, to represent the State in the Supreme Court, Col. Breaux, made an argument in favor of his claim which was laid over by the committee.

The Committee on Labor and Capital took up Downing's bill creating the State Board of Control of the Penitentiary. Downing held that the State could at any time abolish the contract with the lessees. The session of the committee was consumed in the reading of the bill, which will come up again:

The Sunday law passed by the house, requires the closing of all stores, shops, saloons and places of public business on Sunday except, drug stores, undertaker shops, public and private markets, bakeries, livery stables, railroads, hotels, boarding houses, steamboats, warehouses, restaurants, telegraph offices and barber shops. No alcoholic liquors shall be disposed of in hotels or boarding houses, except for table use, and no liquors shall be sold or given away in any place on Sunday. An amendment to the bill excepts places of amusements where no intoxicating liquors are sold.

Senator Gaskin offered a resolution requesting our senators and representatives in congress to ask for legislation to search the title of parties owning lands on the line of the Vicksburg, Shreveport and Pacific railroad, having purchased same in accordance with an act of congress passed in 1856.

Senate bill passed relative to power of attorney relative to placing obstructions on railroad tracts.

The Sunday law passed by the legislature will kill Sunday and Monday morning papers unless published before midnight Sunday and after midnight Monday. Newsdealers are not affected.

Monday evening the railroad men will be given a hearing by the railroad committee.

The range practice of burning the owners brand into the skin of cattle is said to depreciate the leather value of each hide to the extent of three to four dollars.—*Ex.*

What is the difference between a lady's morning dress and your pocket-book? Well, one is a mere cashmere wrapper and the other a mere cash wrapper.

### Report On the Improvement of the Mississippi River.

WASHINGTON, May 28.—Senator Van Wyck Wednesday made a report from the committee on the improvement of the Mississippi river fund, of which he is chairman, on the bill "to make the Lake Borgne outlet to improve the low water navigation of the Mississippi river from New Orleans to Cairo Ills., and incidentally to reclaim and protect the valley lands of the Mississippi river and tributaries from overflow. The bill is favorably reported. More than 150 years, the report says: The problem of the control of the Mississippi river has engaged the attention of the people, creating constant anxiety to the dwellers in the valley, causing a great expenditure of public and private wealth, with practically few benefits, and today the problem is still unsolved. The levee system has been fully tried. The first levee was commenced in 1718. In 1734 the Spanish government issued a law to build levees under penalty of confiscation, and the work was continued until it almost bankrupted the people, parishes and counties. The United States has given nearly 30,000,000 acres of land for this work, and also, in 1850, the States of Louisiana, Arkansas, Mississippi and Missouri, undertook to stop its progress. In 1858 the chief engineer of the army said the river was leveed from Cape Girardeau to New Orleans, on both sides with embankments, averaging four feet high, and the same report showed more destruction from overflows than in the previous history of the river. The facts appear prominently in the engineer reports. In the 1874 they say the breaks were more numerous to mention than if the levees had not been broken. The water would have run over the top of them, and that it would cost fifty million dollars to build levees to protect the Valley. The revetment and abatement system of the river commission, carried at an expense of about \$3,000,000, have had equally disastrous results, and \$6,000,000 have been expended on the Eads' jetties. Yet the overflows not only continue, but are increasing. Such are the results of a century and a half of experiment and expenditures equal probably to four times the present value of the land in the Valley. The jetties were to benefit the commerce of New Orleans and the country drained by the Mississippi and its tributaries. The channel was to be deepened thirty feet. The channel in fact is scarcely twenty-four feet deep and the commerce of New Orleans has decreased \$67,000,000 in exports, and \$32,000 in imports during the nine years following the completion of the jetties as compared with the nine years preceding. At this time there seems their report says, only one more experiment left to be tried, that is to open and deepen the Lake Borgne outlet. By this outlet the waters of the river will reach the same ocean level by a run of ten miles, which it attains after coursing 110 miles. This fact seems the only argument necessary to advance.

### OATS IN ORCHARDS.

The practice which prevails to some extent, of sowing the orchard in oats is injurious. In the first place the oats appropriate the available plant

food in the soil which the trees would otherwise get. When a cultivated crop is planted in an orchard the cultivation develops more or less plant food, which compensates in part for that taken up by the crop. This injurious action can be remedied a good deal by heavy manuring. The other is that the numerous fibrous roots of grain fill the soil, especially that near the surface, so fully as to crowd out the feeding roots of trees. The latter are the small fibers at the extremities of the large roots. It may also be mentioned that small grasses make their heaviest demands on the soil in the spring, just the time when trees are making their most active growth.—*Farm and Live Stock.*

### CUBAN MOLASSES.

How the Principal Product of the Sunny Isle Is Loaded in Ships.

E. L. Wakeman, in Chicago News.)

As is well known, the chief exports of Cuba—in fact, the sources of her wonderful wealth—are sugar and Molasses. The Sugar crop of 1885-86 will amount to 700,000 tons, and the export of molasses will reach 100,000 hogsheads. The United States receives five-sixths of this enormous product; Sugar is shipped in hogsheads, boxes and sacks, the latter form of shipment having become a standing menace to profitable American merchant service, for the reason that these sacks are manufactured for comparatively nothing in England, and their introduction into the Cuban export sugar trade has almost swept from existence our heretofore profitable American coöperation for this purpose. It is worth a trip to Cuba to see vessels load with molasses for foreign ports. It is brought to Havana by coasters from all portions of the Island. It is warehoused in Santa Catalina and in Regla in immense butts, many holding from five hundred to a thousand hogsheads each.

From these butts it is conveyed in cloth hose to empty hogshead in the lighters, a lighter-load usually consisting of from thirty to forty hogsheads. In these lighters the hogsheads are brought to the vessel's side, elevated from the lighter to a large stationary trough built directly above the vessel's hold, lowered, the cane-busk bung removed, and a constant stream of raw molasses kept pouring into this trough which holds from four to six hogsheads. From this trough a large canvas hose conducts the molasses to any portion of the vessel's hold, where empty hogshead are laid in tiers, bung upward. Three or four men are required in the "filling" process in the hold. These men are practically naked. On the vessel's deck are a crew of coopers, consisting, perhaps, of a Spaniard, a creole and a negro. These coopers trim or repair the empty hogsheads as they are seeded from time to time in the hold below. They are fed at the cabin table, will only work from nine until five, insist on five meals a day, and bring with them gallons of cheap Catalan wine, of which they partake, sparingly, every few moments from a quaint Spanish glass vessel called a barron, with a long, delicate, crystal snout from which the wine is shot into their throats, their lips never touching the nozzle, and the entire draught of wine being taken without the lips being once closed. From eighty to one hundred hogsheads of molasses will be stored in this way daily, and from Captain to cook, every member of the vessel's crew is permeated with molasses. The deck flows with molasses. You eat, drink, smell, breathe molasses. This sea of saccharine seeks your dreams.