CURRENT COMMENT IN MISSISSIPPI.

Reminiscences of General Fitzgerald, a Mississippian Whom the Republicans of California Have Nominated for Attorney General.

An Aberdeen Mail Robber Pardoned by the President.

Harriston and New Orleans Ladies Fall Heir to a Fortune—Other Gossip.

THE PICAYUNE'S BUREAU,
320 Capitol Street.
Jackson, Miss., July 12, 1894.

The nomination of General W. F. Fitzgerald by the Republicans of California for the office of attorney general calls to mind the fact that General Fitzgerald was the nominee of the Republican party of this state for the same office in 1881 in the race between General Robert Lowry, Democrat, and the late Benjamin King, independent, of Copiah. General Fitzgerald was defeated by General Catchings, but ran far ahead of his ticket. General Fitzgerald was appointed by President Arthur as associate justice of Arizona. After his successor had been named by Mr. Cleveland he removed to Los Angeles, Cal., and became a member of the law firm of Anderson, Fitzgerald & Anderson. It will be remembered that in the Cleveland-Harrison campaign there was a letter written from Los Angeles to one Sackville West, which did the Democratic party some harm, and the Italian hand of Fitzgerald was very strongly suspected. Since that time General Fitzgerald was appointed one of the commissioners of the supreme court of California, the law of that state providing for a commission to help the supreme court when overworked. General Fitzgerald was for many years a citizen of Vicksburg and served as district attorney, moving from there to Arizona. He is a brilliant orator and a man of great magnetism and personal popularity.

General Fitzgerald was born and reared in this city, and the following capital story, in which he figured as the hero, was first published some twelve years ago in the Walthall Pioneer during the gubernatorial campaign of 1881:

"In the neighborhood of two decades past there existed in Jackson, between the up and down-town boys a feud possessed of a strong degree of acrimony. This feeling was general, and took possession of all boys from 10 to 20 years of age. There was no half-way ground. They were all partisans. The up-town fellows sought to stigmatize the down-town boys with opprobrious epithets, denominating them as "roughs" and "short-hairs," etc. The up-town fellows possessed in a large degree the wealth, while the down-town boys had the nerve and muscle. They never failed to come to time when called upon. Whenever a south Jackson boy caught a north Jackson boy in south Jackson he licked him; and whenever a north Jackson boy caught a south Jackson boy in his part of the city he thumped him—if he could. It was war to the knife. Each crowd had its leaders, and always 'went healed.'

"One day a lot of the 'down-towners' were bathing at Saltpeter Point, which the 'up-towners' claimed as theirs, when a crowd of up-town boys came down for the same purpose. And of course there had to be a fight. The north Jackson fellows at once began to rock the down-town boys, whereupon the latter came out, engaged them in a rough and tumble fight and routed them. On their way home three of the down-town crowd came up with an up-town boy, the son of a famous jurist who lived in the north ward. Seeing that he was hopelessly in the minority, the up-town boy took to his heels. A chase began. But the up-town boy was too fleet-footed for them. It was, however, a close race, for just as he ascended the doorsteps his pursuers were in the front gate. Hearing a noise in the front yard, the mother of the pursued boy came out. Taking the situation in at a glance, she began:

"'How dare you, you ruffians, pursue my son? What do you mean by such conduct? What do you want here? Who are you? Begone!'

"Seeing that his companions were about to flicker, a barefooted Irish boy, about 15, with his cap set on one side of his head, and his pants rolled up, stepped boldly to the front, and with a haughty toss of his head, and a graceful wave of the hand, he said:

"'My name is Billie Fitzgerald, and I don't give a damn; I live down-town, and I whip anything that lives north of Spengler's corner. I dare your boy out. We won't double on him.'

"When the up-town boy heard the above declaration he needed no encouragement from his spirited mother to accept the challenge. He was good game, and at it they went. It was nip and tuck for a time, but finally Billie Fitzgerald hit his opponent a straight blow in the short ribs, and the fight ended. His mother, who had been a spectator, told her son to go in the house. Then turning to Billie Fitzgerald, she told him to come in, too. Looking around, he saw that his companions had fled, but undaunted, replied:

"'All right, madam, I'll do it; I am not afraid to go anywhere.'

"After he got in the good woman set to work to bring about a reconciliation. She reasoned with them a while, and got them to agree to bury the hatchet. While they were discussing the situation she went out and brought them both a nice piece of light-bread thickly covered with blackberry jam. As they ate it she made herself agreeable, and invited Billie Fitzgerald to come and see her son.

"He went, and their friendship grew strong and ripened into affection and to this day they are devoted friends. The eminent jurist just spoken of and his Christian wife have long since passed to their reward, but their son is one of the most conspicuous and sagacious politicians in the state, and has filled many offices of trust and honor. And Billie Fitzgerald, what of him? Without money, and with no friend but his indomitable will, he fought every battle of life single-handed and alone, and to-day he is one of the first lawyers of the state."

President Cleveland has pardoned Herman Pierson, convicted at Aberdeen of robbing the mails and sentenced by Judge Niles April 26, 1892, to five years' imprisonment in the Detroit house of correction. It is stated that clemency was granted on account of the ill-health of the prisoner and as a comfort to his aged mother.

A National Rapid Transit Company has been organized, with a capital of $15,000,000. It is the purpose of this company to build an electric railroad between Washington and New York over which trains will speed at the rate of 125 miles an hour. General Catchings has introduced a bill in the house for a charter for said company.

It is stated that Mrs. M. E. Pope, of Bolton, has received notice from an attorney that she is one of the heirs of Isaac Watts, a gentleman who recently died in a western town leaving an estate worth $2,000,000. Mrs. Pope and her sisters, Mrs. Lou Maddox, of Harriston, and Mrs. L. J. Maddox, of New Orleans, will receive about $75,000.

The Kosciusko barbecue of 1851 continues to furnish rich reminiscences. Reproducing from the Picayune the statement of Mr. Smith, of Meridian, correcting the error that Wm. P. Andrews, editor of the Kosciusko Chronicle, was assassinated, the Star says:

"The man whom Judge Campbell doubtless had in his mind as being killed was C. S. Loundsbury, who succeeded Andrews as editor of the Chronicle. In 1855 (we think) the men about town, in a spirit of fun, got up a kangaroo court, a ridiculous society, in which the initiation of members was the principal part. The society got Loundsbury in their clutches one day and greatly offended him. Especially was he angered at Dick Payne. One night soon afterwards, as Payne was in the vestibule of the Presbyterian church ringing the bell for a phrenological lecture to be given by Dr. Crane (father of the present Dr. C. A. Crane), Loundsbury approached him and stuck a knife in his temple, the blade penetrating the roof of his mouth. Loundsbury then endeavored to escape, but was caught and given a preliminary trial, at which he was admitted to bail. He left town. Payne recovered from his wound. Loundsbury returned at the session of court to stand trial and was acquitted. Payne, in anticipation of his acquittal, loaded his gun and got his horse in readiness to escape. The day Loundsbury was discharged Payne waited for him about where Thompson's hardware store now is. Loundsbury was on the east side of the square, and walked towards what was then called the Ross Hotel, but now the Hines Hotel. Just as he turned to go up the hotel steps Payne fired at him, riddling his body with shot. Loundsbury exclaimed, "My God! has it come to this!" and fell dead. Payne escaped, and afterwards went to Cuba and Brazil. When the war broke out he came back to Texas, joined a company, and came through Kosciusko, stopping here some time."

Not Deserving of Sympathy.

Persons who will persist in dying by inches with dyspepsia and liver disease when Simmons Liver Regulator is an unfailing remedy for these maladies.

A SEASON OF LACES.

Lace continues to predominate as a garniture for all manner of gowns and wraps from the simplest street dress to the most sumptuous dinner toilette. The only difference lies in the manner it is employed. Flounces, cascades or whatever else an ingenious mind can conceive, everything is permissible as long as the conception and execution of the arrangement is artistic. Panels of skirts, as well as basques of bodices, are often either of plain or gathered lace, and the epaulettes, cuffs and general garniture of bodices almost always consist of the airy material put on with a good deal of original effect.

The cream, ecru and yellow tints of the laces are used with and form a striking contrast to the silvery whiteness of the silk gauzes and muslins, which so often give the guimpes, chemisettes or plastrons, in addition to crossed fichus, and all manner of draperies. The showy garniture of this pictured dress is ecru lace, and the dress stuff is a cream-tinted silk challie. The gored skirt has a thin silk lining and a short overskirt in back which extends over the hips and is bordered with a band of ecru lace. The bodice is side-pleated and fastens at the side. Its back is ornamented with a square lace yoke, which comes over the shoulders in two ends and holds in place two long cornet pleats bordered with lace at the bottom. A wide belt of lace comes around the waist and the sleeves have long lace cuffs.

Besides lace, embroideries of all kinds, from the simplest to the most ornate are lavishly employed, but with due regard to the stuff they are to trim. Silk or openwork stripes and bands are best used for the thinner materials, and heavy gold and silver tinsel for the toilets of ceremonious occasions. Light fabrics seem in rather better taste when lace trimmed. Muslins are ornamented with dozens and dozens of frills, each one edged with very narrow white or black lace. Butter color guipure is still in vogue and the fashion of using black net edged with narrow butter colored guipure still holds its own. This shade of guipure is used for yokes and yoke collars as much as ever, insertions retain their style and wash nets are much liked in place of lace, whole gowns being planned of ribbon alternating with insertions of such net.

Continuation auction this day at Nos. 50 and 52 Baronne street. Fine and common furniture.

Without parallel for Pains of all kinds, Hemorrhages and Inflammations—POND'S Extract. Avoid Druggists' old song, "Just as Good," for imitations.

SUGAR PLANTERS

Discuss the Situation at Washington at Their Monthly Meeting.

The Sugar Planters' Association met last night at No. 57 Carondelet street. The meeting was called ostensibly to consider the making of white sugar and to listen to papers on that subject. It resolved itself into the discussion of the sugar schedule now pending before the senate conference committee. Judge Emile Rost presided, in the absence of Mr. John Dymond, and Mr. Reginald Dykers was secretary. Among those present were Messrs. Branch M. King, W. B. Schmidt, J. C. Morris, Governor Warmoth, Prof. Stubbs, General W. J. Behan, G. A. Breaux, J. P. Guidry, Richard McCall, J. A. Ware, Mr. Godchaux and Mr. Lovincy.

Mr. McCall presented the names of Messrs. J. D. Hill, W. N. Villavaso, G. E. Mann, L. Kaufman, W. G. Wilmot, L. B. Hart, Oscar Zenar, E. L. Stream and Fred Arras. These gentlemen were elected to membership in the association.

The chair stated that the present situation of sugar, considered politically, was hopeful, the result of the schedule in the conference committee being still doubtful. He suggested that a resolution be adopted by the meeting, setting forth the views of the planters. A memorial to the committee had been suggested.

Mr. McCall moved that a committee be appointed to draw up a memorial against wiping out the bounty at the present moment. He said that the bounty had been promised to the planters of this state by the Democratic caucus, and strongly advocating action. In this connection he characterized the proposed memorial as a "protest," which should be forwarded to Washington to-day.

Some discussion followed, from which it appeared that the meeting thought that a protest was proper in the premises. General Behan moved that the committee be empowered to carry the resolution, memorial or protest to Washington. He subsequently withdrew this motion.

The rest of the meeting was devoted to a discussion of the question, with a view to determining what views should be embodied in the memorial. Governor Warmoth spoke, criticising the senators from Louisiana. Mr. Ware followed, explaining their conduct. Mr. McCall also participated in the discussion, which became confidential, and the members of the press were informed that nothing which was transpiring was meant for publication.

Being assured that the rest of the evening would be regarded as strictly executive in character, the reporters withdrew.

Nothing was done during the meeting aside from what has been indicated above.

NAUTICAL NOTES AFLOAT AND ASHORE.

Foundered in a Gale With All Hands.

The Fate of the Senegal no Longer in Doubt.

Sixty Persons Believed to Have Been Lost in a Collision.

The Crew of the Wrecked British Ship Hengist Landed at Liverpool.

San Francisco, Cal., July 12.—News has been received here that practically settles all doubts regarding the fate of the British ship Senegal. Captain Thompson, of the schooner Mary C. Russ, now at San Diego, reported that on March 19, when in latitude 30:17 north, 119:8 west, the Russ was in company with the overdue ship for several hours. As night approached, a severe northwest gale sprang up. It blew with terrific violence throughout the night, causing the Russ to lay-to under short sail. A tremendous sea was running. When morning dawned the weather had moderated, but the sea was very lumpy. The air was clear, though a search was made for the Senegal, the glass failed to locate her. Captain Thompson believes that the vessel must have shifted her ballast and gone to the bottom with all hands.

As is usual with all vessels at sea, the Senegal had taken on ballast, which was fine sand scooped from the bay. This soon dries and it shifts almost like water. Some time ago a sailing vessel arrived with an unofficial report about some floating wreckage seen by the first officer at night 150 miles or so off this point, and which the first officer described as apparently the poop deck of a ship. This bit of wreckage was generally believed to be a part of the Senegal.

Arrival of the El Norte.

The Morgan Line steamship El Norte, Captain J. W. Hawthorne, from New York, with a general cargo, consigned to the Southern Pacific Company, has arrived in port. She reports having sailed July 7, at 4:25 p. m., had northwest winds to cape Hatteras, followed by east and northeast winds and cool weather to latitude 30, thence variable winds with fine weather to the bar, crossing at 11 a. m. and arriving at her wharf at 7 p. m. yesterday. On July 8, north of cape Hatteras, passed the barkentine Vidette bound north, and south of Hatteras shoal passed the British steamship Moonstone bound south. On July 11, 140 miles northwest of Tortugas, met the German steamship Valesia, hence for Hamburg, via Copenhagen, and 120 miles off the passes met the steamship Knickerbocker, hence for New York.

Sunk in Collision.

A cablegram from Odessa says: The passenger steamship Vladimir, from Sebastapol for Odessa, collided with an Italian steamship near Eupatoria, a town of Russia, on the western coast of Crimea. The Vladimir was so badly injured that she sank.

Some of the passengers were saved, but it is believed that fully sixty persons were drowned.

The name of the steamer which sunk the Vladimir was the Columbia. She was bound from Nicolaeff for Eupatoria. The Columbia received only slight damage.

Many of the Vladimir's passengers were killed in their berths when the Columbia crashed into her. A number of others jumped overboard in their fright and were drowned. A large number were injured.

Notice to Mariners.

Notice is hereby given that, on or about Aug. 15, 1894, Trinity shoal light vessel, No. 43, moored about 1 1-2 miles to the northward of Trinity shoal, Louisiana, to guide through the channel between Tiger and Trinity shoals, and to mark the latter shoal, will be removed from the station for repairs, and in her position there will be moored a bell buoy, painted red.

Due notice of the return of the vessel to her station will be given.

This notice affects the list of lights and fog signals, Atlantic and gulf coasts, 1894, page 128, No. 851, and the list of beacons and buoys, Eighth lighthouse district, 1893, page 17.

By order of the lighthouse board.

A Rescued Crew.

Liverpool, July 12.—Twenty-three of the crew of the British ship Hengist, Captain Esson, have been landed here by the steamer Galacia, from Montevideo.

The Hengeist sailed from Cardiff Nov. 4, for the Falkland island, and was wrecked in the straits of Magellan previous to May 24 last. The crew camped on the beach for nineteen days, and were then rescued by the British warship Garnet and taken to Montevideo, where they were transferred to the Galacia.

Miscellany.

The steamer Lake Superior (Br.), Stewart, from Montreal, at Liverpool, July 6, had bow seriously damaged by ice. Her forepeak is filled with water.

The bark Fri (Nor.), Madsen, from Chatham, N. B., arrived at Ayr with bows stove in and full of water, having been in collision with an iceberg. She is discharging her cargo.

The bark Oneota, at Mobile, has been purchased by Florida parties, who have taken her to Tampa, where she will be used as a floating warehouse for the storage of phosphate.

Left for Sea.

The steamer Breakwater, from Puerto Cortez via Livingston and Belize, Honduras; Albert Dumois, for Port Limon; S. Oteri, for Ceiba, and El Sud, for New York, left for sea yesterday.

Languor, loss of appetite and strength, Nervous and neuralgic headaches Promptly cured by Bromo-Seltzer.

THE FIRE DEPARTMENT

Finds it Necessary to Practice Rigid Economy.

The board of fire commissioners met last night, there being present Messrs. Baker, Kuhner, Fischer, Simpson, Cason, Gauche and Pitot, Chairman DeGrange presiding.

The meeting was purely a business one, and a great deal of routine was attended to. It was decided that on account of the line of economy pursued by the board, and the extreme need for a continuation of this economy, that the chief of the department could not have his expenses paid to the national association of firemen and engineers, which meets this year in Montreal. The board regretted that its resources were so curtailed as to prevent them from doing this for the chief, but expressed themselves as believing that Chief O'Connor should attend the meeting. A number of communications were read, none of any special importance.

The report of the relief fund of the commission created some discussion. The report recommended a change in article 3 of the constitution of this relief association, requiring an assessment to be made upon the board to meet the deficit necessary to raise the sum of $500, in case of the death of a fireman, which amount would go to the family of the dead fireman. After some discussion these changes were recommended.

The report of Chief O'Connor was read. This gave a good showing of the work of the department for the past two months.

The appointment of a captain to take charge of engine company 17, at Algiers, was brought up and laid over until another meeting, after which the meeting adjourned.

THE RIVER.

RIVER BULLETIN:

United States Weather Bureau, Thursday, July 12, 1894.—Stage of water in the rivers, with changes in the last twenty-four hours, in feet and tenths.

Stations.	Danger line.	Height.	—Changes— Rise.	Fall.
St. Paul	14.0	2.0	0.0	0.0
Davenport	15.0	2.2	0.0	0.1
St. Louis	30.0	13.2	0.0	0.2
Cairo	40.0	15.6	0.0	0.8
Memphis	33.0	10.9	0.0	0.1
Helena	37.0	16.4	0.0	0.0
Vicksburg	41.0	16.4	0.0	0.2
New Orleans	13.0	4.5	0.1	0.0
Omaha	18.0	11.0	0.0	0.1
Kansas City	21.0	15.1	0.0	0.8
Pittsburg	22.0	5.4	0.0	0.0
Cincinnati	45.0	6.0	0.0	0.4
Louisville	24.0	3.8	0.0	0.1
Nashville	40.0	3.0	0.0	0.5
Chattanooga	33.0	3.3	0.0	0.4
Fort Smith	22.0	2.7	0.0	0.3
Little Rock	23.0	5.5	0.0	0.5
Fulton	28.0	6.7	0.0	0.3
Shreveport	29.0	1.1	0.0	0.2
Alexandria	33.0	3.9	0.0	0.3
Camden	39.0	6.7	1.2	0.0
Monroe	40.0	5.4	0.3	0.0
Delhi	20.0	0.0	0.0	0.0

River Forecast—Slight changes are indicated for the Mississippi, south of Vicksburg, and the Red Thursday and Friday.

The lower Ouachita will continue rising.

ROBERT E. KERKAM,
Local Forecast Official.

FRIDAY, July 13, 1894.

DEPARTURES YESTERDAY.

Whisper, Lafourche, Arkansas City.

DEPARTURES THIS DAY.

(See Advertisements.)

Lower Coast—Grover Cleveland, Kouns, 11 a. m.

Upper Coast—Stella Wilds, Comeaux, 12 m.

DEPARTURES TO-MORROW.

Grand Isle—Emma McSweeny, McSweeny, 8 a. m.

Red River—Hallette, White, 5 p. m.

Bayou Lafourche—G. W. Sentell, Blanchard, 5 p. m.

JACKSTAFFS.

Business was stagnant yesterday, and none of the departing boats had good freights.

The Grover Cleveland, C. S. Kouns, master, Ernest Reinhardt, clerk, will leave at 11 o'clock this morning for all landings on the lower coast to the forts.

The Comeaux-Aiken Line steamer Stella Wilds, E. J. Comeaux, master, J. W. Tircuit, clerk, will leave at 12 m. to-day for Donaldsonville and all way landings on the upper coast.

Captain Mike McSweeny's steel steamer Emma McSweeny will leave to-morrow morning, as usual, for Grand Isle.

The light-draft Red River Line steamer Hallette will leave for all way landings below Shreveport.

The Anchor Line steamer City of St. Louis will be the next boat for St. Louis, leaving on Monday, 16th.

The Arkansas City, leaving last evening for St. Louis, had thirty cabin passengers.

The Red River Line steamer Nat F. Dortch passed Coushatta at 6 o'clock yesterday morning, going up.

The steamer Valley Queen will be let out of the Good Intent dock to-morrow.

The Emma McSweeny will undergo her annual inspection to-day by Local Inspectors Baker and Youngblood.

Assistant Inspectors Kelly and Hutchings left yesterday for Greenwood and Monroe on official business.

Captains A. E. Hotard, B. F. Kelly and E. McC. Johnson, Pilot George Jones and Engineers Adolph Rider and William Thomson had their licenses renewed yesterday.

Mr. Edw. Nicolle is spending a week or ten days at Cooper's Well, Miss., and from there will go to Biloxi.

Captain and Mrs. George W. Rea will leave to-morrow for Waukesha.

Captain Wm. Campbell's wife and children left yesterday for West Virginia.

Jutte & Co.'s towboat Onward, which sunk at Pittsburg two weeks ago, has been raised, and will soon go on the docks.

St. Louis Republic, 11th: The new shaft of the City of Cairo arrived here by rail from the east yesterday, and Captain Mason will have it placed in position and other repairs completed by the last of the week.

The public imagines that the steamboats are reaping a harvest because of the diversion of freight to them by the strike and the immense wheat crop, but such is not the case. The steamboats are paying high prices for coal and labor. The latter are taking advantage of the situation in harvest season to demand higher wages.

Officers of the J. J. Odill report threshing of wheat is going on in great earnest on their line to Kampsville, in the Illinois river. The yield is large—over 30 bushels to the acre. They also report the Illinois river getting low in its channels and falling daily.

The Spread Eagle arrived from Grafton with one of the finest trips of the year—1500 sacks of wheat and 800 barrels of flour. The latter she reshipped by the barge line to New Orleans. She also had a Methodist church Sunday school excursion from Alton, who spent the day at Forest park.

Cincinnati Enquirer, 11th: Messrs. Rockerhousen, of the Pittsburg Coal Company, have organized the Mutual Consumers' Coal Company, with a capital stock of $300,000, one-twelfth of which is allotted to Bellaire miners. The office of the company will be in Cincinnati.

The Cairo City Coal Company has had a new boat, the Margaret, built at Evansville. She is completed, and will be delivered next week. The machinery of the Aegeus, sunk a year ago, has been placed on the new boat.

The Carrollton on her way up took the John K. Speed's cargo from Cairo, including 42,000 feet of lumber, 1000 tons of molasses, a big lot of lath and shingles, and left for Cincinnati, towing the Barret: barge Alma and a barge left there by the Buckeye State.

Cincinnati Commercial Gazette, 11th: The Longfellow, after a thorough overhauling on the Fulton marine ways, will be launched to-day. She has an engagement to take out the congregation of McKendree M. E. church Thursday afternoon and evening.

The F. J. O'Connell departed for Garretson Landing to raise the barge C. D. Millar, which it now transpires was sunk by order of Sheriff Archibald to rid it of the hobos.

Captain William Marmet and Captain Henry Immenhort are home from Point Pleasant, where they contracted with the Kanawha Marine Dock Company for a new hull and cabin for the Mount Clare. Work will be begun at once, and it is expected she will be an almost new boat in sixty days.

The Vevay wharfboat, wrecked by a cyclone some weeks ago, is due here to-day, to go out on the ways at Fulton, where she will be given a new cabin.

LIST OF VESSELS

Up, Cleared and Sailed for New Orleans.

JULY 13, 1894.

NEW YORK.

Steamship El Dorado, Percy........sld July 11
Steamship New Orleans, Betts......sld July 7

LIVERPOOL.

Steamship Yucatan, Japha.........sld July 7
Steamship Floridian, Bertle........sld June 28
Steamship Governor, Lockhardt....sld June 27
Steamship Cuban, Howell..........sld June 23
Steamship Architect, Thompson....sld June 14
Steamship Bernard Hall, Treleaven.sld May 10
Steamship Costa Rican, Kelly......sld May 31
Steamship West Indian, Edwards..sld June 6
Steamship Texan, King............sld June 16

LONDON.

Steamship European, Barnes........sld July 4

BREMEN.

Brig Nada, Perovich..............sld June 16

HAMBURG.

Steamship Grasbrook, Burmeister....sld July 4
Steamship Steinhoft, Busch........sld June 21

SWANSEA.

Steamship Cuban, Howell..........sld June 28

BORDEAUX.

Steamship Colonia, Lequeux.......sld June 30

SUNDERLAND.

Steamship Resolute, Barnes.......sld July 6

CURACOA.

Steamship West Indian, Edwards..sld June 27

TAMPICO.

Steamship Costa Rican, Kelly.....sld July 9

LIST OF VESSELS IN PORT

JULY 13, 1894.

STEAMSHIPS.

Agnes............Bocas del Toro.1st district 15
Aransas..........Havana............ Algiers
Clinton..........Bluefields.......... Algiers
City of Dallas....Honduras......3d district 30
Egyptian Prince...Portugal.......Second street
El Mar..........New York...........Algiers
El Norte.........New York...........Algiers
Flamborough.... ....1st district 20
Frontera.........Mexico.......3d district 28
Glendower........Bremen......1st district 20
Gyller............(Repairing)......... Algiers
Jos. Oteri, Jr.....Honduras.....1st district 14
Professor Morse...(Laid up).....1st district 15
Rover............(Laid up).....1st district 15
S. Pizzati.........Honduras.....1st district 14
Wanderer.........(Laid up)......3d district 30
Wm. G. Hewes....Bluefields.......... Algiers

SHIPS.

Gustav & Oscar....Bremen..........Fist street
Heinrich..........Bremen......4th district 45
Magdeline........Bremen.......1st district 44
Susanne..........Bremen.......4th district 48

BARKS.

Olga.............Oporto.........Fourth street

SCHOONERS.

C. W. Jones....... ....Sixth district
Santo Oteri.......(Laid up).....1st district 13

MARINE NEWS

PICAYUNE OFFICE, July 13, 1894.

CLEARANCES.

British steamship Professor, Tester, for Liverpool—Alfred LeBlanc.

ARRIVED.

Steamship El Norte, Hawthorne, from New York July 7, to Southern Pacific Company—Algiers.

Norwegian steamship Agnes, Falsen, from Bocas del Toro, to Arthur Caron & Co.—1st district, post 15.

British steamship Egyptian Prince, Dunbar, from Barcelona, via Genoa, Colombian and Mexican ports (previously reported at Quarantine), to Chas. Stoddart & Co.—Second street.

Steamship Aransas, Berney, from Havana (previously reported at Quarantine), to Southern Pacific Company—Algiers.

STEAMERS.

Whisper, Campbell, from Bayou Sara.
Alice, Emler, from Hope Villa—New Basin.
Daniel McEwing, Jr., from Slidell—New Basin.

EXPORTS.

Liverpool—Steamship Professor—2300 bales cotton, 37,985 10-60 bushels wheat in bulk, 12,913 sacks cotton seed meal, 200 sacks oil cake, 10,000 pieces staves, and cargo in transit.

IMPORTS.

New York—Steamship El Norte—Assorted merchandise.

RECEIPTS OF PRODUCE.

Bayou Sara—Steamer Whisper—Total—656 bbls sugar, 67 bbls potatoes, 60 sacks onions, 7 bbls honey, 5 half bbls honey, 20 head sheep, and sundries.

NEW BASIN ARRIVALS.

Hope Villa—Steamer Alice, 18,000 feet lumber, 10,000 shingles, 50 cords wood.
Slidell—Steamer Daniel McEwing, Jr., 80 cribs logs.
Slidell—Schooner San Bartholomeo, 50 cords wood.
Pascagoula—Schooner Annie P., 1700 bbls charcoal.
Biloxi—Schooners Olivia, 1500 bbls charcoal; Wade Hampton, 1600 bbls charcoal.
Springfield—Schooner Clementine, 20,000 feet lumber.
Pearl River—Schooner Emma J. Mestier, 40 cords wood.
Wolf River—Schooner S. T. Keel, 30,000 feet lumber.
Lake Shore—Schooners Winnie Davis, 400 bbls sand; Perseverance, 500 bbls sand; Abram E. C., 250 bbls sand; Eureka, 300 bbls sand; Louisiana State, 300 bbls sand; Annie B., 400 bbls sand; Chasseur, 400 bbls shells; John C. Peterson, 300 bbls shells; Mary Elmira, 250 bbls shells; Fälster, 350 bbls sand.

OLD BASIN ARRIVALS.

Pearl River—Schooner R. O. Elliott, 35,000 feet lumber.
Bayou Lacombe—Schooner Menard Bros., 20,000 bricks.
Lake Shore—Schooner Canary, 200 bbls sand.
Pascagoula—Schooners Ann Eliza, 1800 bbls charcoal; New Star, 1200 bbls charcoal; Carrie Swain, 1800 bbls charcoal.

RAILROADS.

July 12.—New Orleans and Southern Railroad—Total—106 sacks potatoes, 25 sacks onions, 98 baskets crabs, 4 bbls cucumbers, 17 bales moss, 3 bbls fish, 6 bundles garlic, 3 bbls hides, 1 car wood, and sundries.

July 12.—Southern Pacific Company—Total—118 bales cotton, 18 sacks seed cotton, 357 bbls sugar, 7 sacks rough rice, 1 car wheat in bulk, 3179 sacks oats, 325 sacks salt, 23,000 feet lumber, 1 car lumber, 1 car bones, 1 car cooperage, 27 bags wool, 64 sacks wool, 41 bales moss, 17 packages eggs, 22 packages sundries, 50 sacks potatoes, 22 bundles hides, 47 dry hides, and sundries.

July 12.—Illinois Central and Yazoo and Mississippi Valley Railroads—Total—2105 pieces dry salt shoulders in bulk, 16 boxes apples, 19 boxes tomatoes, 12 bbls potatoes, 80 sacks potatoes, 25 cars gravel, 9 cars staves, 4 cars stave bolts, 1 car pipe, 1 car roofing, 1 car stone, 3 cars coal, 6 cars lumber, 10 cars bricks, 1 car slabs, 3 cars wood, 1 car castings, and sundries.

July 12.—Louisville and Nashville Railroad—Total—10 cars coal, 5 cars melons, 2 cars lime, 1 car canned goods, 1 car rosin, 1 car pencil slats, 2 cars coke, 1 car blocks, and sundries.

July 12.—Texas and Pacific Railroad—Total—36 bales cotton, 4844 bushels wheat, 61 bbls sugar, 10 cords wood, 8 cars ties, 1 car cotton seed hulls, 2 cars staves, and sundries.

July 12.—New Orleans, Fort Jackson and Grand Isle Railroad—Total—4 bbls cucumbers, 1 car oysters, 41 sacks onions, 2 sacks peas, 1 bbl cabbage, and sundries.

(BY TEL...H.)

New York, July 12.—To J. G. Schriever, Traffic Manager, New Orleans: The steamship El Sol, Captain Geo. W. Mason, passed the Highlands at 10:15 a. m.

The steamship El Dorado, Captain J. B. Percy, sailed at 5:35 p. m. yesterday.

J. T. VAN SICKLE, Agent.

THE WEATHER.

LOCAL RECORD.

NEW ORLEANS, July 12, 1894.

	1892.	1893.	To-day.	Normal.
Max. temperature	87	84	85	89
Min. temperature	73	74	72	77
Rainfall	.01	.82	.09	.13

	Barom.	Thermom.	Weather.
7 a. m.	30.07	75	Clear
7 p. m.	30.04	80	Clear

Rain has fallen in New Orleans on July 13, during the past fifty-three years, as follows: 1842, .21; 1843, .18; 1844, .38; 1845, .06; 1846, .25; 1849, .62; 1850, 1.28; 1852, .05; 1853, 1.79; 1854, .14; 1859, .01; 1860, .38; 1863, .46; 1869, 1.74; 1878, .34; 1880, .07; 1881, .40; 1882, .20; 1884, .14; 1885, .10; 1886, .12; 1887, .08; 1889, 1.18; 1891, .31; 1893, .30.

TEMPERATURES.

The following are the maximum temperatures reported from the various weather bureau stations: New Orleans 85, San Antonio 92, Palestine 88, Galveston 84, Corpus Christi 82, Meridian 86, Mobile 88, Pensacola 84, Atlanta 84, Tampa 92, Montgomery 88, Vicksburg 88, Louisville 94, Memphis 90, Shreveport 88, Little Rock 88, Fort Smith 94, Cincinnati 90, Nashville 90, Chattanooga 92, Chicago 94, St. Louis 92, Cairo 80, Abilene 90, El Paso 92, Oklahoma 88, Kansas City 92, Indianapolis 92, St. Paul 86, Bismarck 74, Miles City 80, Pittsburg 94, New York 86, Charlotte 92, Jacksonville 84, St. Vincent 72, Amarillo 84, Davenport 94, North Platte 84, Omaha 94, Dodge City 94, Denver 80, Marquette 72, Washington 96.

RAINFALL.

The following stations report precipitation during the twelve hours ending at 7 p. m.: Vicksburg trace, New York trace, Jacksonville trace, Marquette trace.

SYNOPSIS.

The disturbance has advanced eastward and is now over lakes Michigan and Huron. Another slight disturbance is developing in the extreme southwest. The barometer is highest over the south Atlantic states, while another high pressure has entered the country from the northwest.

The temperature has risen slightly in the southern and central states, and it has fallen in the northwest.

The weather throughout the country is generally fair; only a few light showers have fallen, the heaviest reported being at New Orleans.

In Louisiana the weather continues generally fair, a few light, scattered showers having fallen; the winds are easterly and the temperature slightly higher.

ROBERT E. KERKAM,
Local Forecast Official.

COTTON REGION BULLETIN.

For the twenty-four hours ending at 6 p. m., 75th meridian time, July 12, 1894.

Districts—	Stations report'g.	Max. Temp.	Min. Temp.	Rainfall.
Atlanta	10	86	62	.00
Augusta	11	86	62	.00
Charleston	5	84	62	.00
Galveston	20	90	66	.00
Little Rock	12	90	64	.00
Memphis	15	92	64	.00
Mobile	10	90	66	T.
Montgomery	7	88	66	.00
New Orleans	13	90	64	.01
Savannah	12	86	68	.14
Vicksburg	7	90	66	.00
Wilmington	10	90	62	.00
Stations of Orleans District—				
Alexandria		90	62	.00
Amite		90	64	.00
Brookhaven		92	62	.00
Cheneyville		90	60	.00
Coushatta		88	60	.00
Hazlehurst		90	66	.00
Lafayette		92	64	.00
Minden		90	62	.00
Natchez		88	66	.00
Natchitoches		88	58	.00
New Orleans		85	72	.09
Port Gibson		90	64	.00
Shreveport		88	66	.00
Means		89.3	63.5	.01
Sugar and Rice Region—				
Baton Rouge		90	66	.00
Covington		90	64	.00
Donaldsonville		90	66	.00
Franklin		88	64	.38
Lkae Charles		92	66	.00
Opelousas		92	64	.00
Rayne		90	56	.00
Schriever		88	66	.02

ROBERT E. KERKAM,
Local Forecast Official.

HE-NO

In this age of adulteration and cheap goods, low in price and lower in quality, it is with pleasure we can advertise HE-NO Tea as pure, clean and of most excellent flavor. We know of none better. Send for free sample.

MARTIN GILLET & CO.,
(Established 1811.) Baltimore, Md.

COOK REMEDY CO. BLOOD POISON

SYPHILIS! Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

Our Magic Remedy Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for Syphilis has been sought for but never found until our Magic Cyphilene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of the most eminent physicians.

$500,000 CAPITAL behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

COOK REMEDY CO., Room 307 Masonic Temple, Chicago, Ill.

COOK REMEDY CO.

STEAMSHIPS.

SOUTHERN PACIFIC COMPANY. ATLANTIC SYSTEM, —AND— MORGAN LINE

TEXAS PORTS, HAVANA, TAMPA, BLUEFIELDS, CHARLOTTE HARBOR, KEY WEST AND NEW YORK, AS BELOW.

FOR BRAZOS SANTIAGO,

(Via Galveston.)
STEAMSHIP MORGAN,
Captain Robt. Staples,
sails from Morgan City FRIDAY, July 13, a. m.
Passengers take Morgan's Ferry-boat, foot of Elysian Fields street, 9:10 a. m.
Lighterage at Brazos, if any, at risk and expense of consignees.

FOR NEW YORK,

STEAMSHIP EL MAR
sails from Algiers FRIDAY, July 13, noon.
Insurance ONE-FIFTH OF ONE PER CENT on general merchandise, ONE-QUARTER OF ONE PER CENT on cotton.

For Bluefields, Nicaragua,

STEAMSHIP WM. G. HEWES,
Captain Thos. Morgan,
sails from Algiers
Passengers take Morgan's Ferry-boat, foot of Elysian Fields street, at 8 a. m.

For Florida and Havana,

STEAMSHIP ARANSAS,
Captain Wm. Birney,
sails from Algiers SUNDAY, July 15, 8:30 a. m.
Passengers take Morgan's Ferry-boat, foot of Elysian Fields street, at 8 a. m.
No freight for above lines received without orders.
For information regarding freight or passage on above lines, apply to office Southern Pacific Company, Morgan Line, corner Magazine and Natchez streets. A. C. HUTCHINSON,
President M., L. and T. R. R. and S. S. Co.
J. G. SCHRIEVER, Traffic Manager.
S. F. B. MORSE, G. P. and T. A.
n1—tf

NEW YORK.

CROMWELL STEAMSHIP CO.

FOR NEW YORK DIRECT.

STEAMERS.

NEW ORLEANS.......WEDNESDAY, July 18
HUDSON.............WEDNESDAY, July 25
KNICKERBOCKER ....WEDNESDAY, Aug. 1
at 8 a. m., from wharf foot of Toulouse street.
INSURANCE NEW ORLEANS TO NEW YORK.
General Merchandise..........1-5 of 1 per cent
Cotton ....1-4 of 1 per cent
Through Rates and Bills Lading Given to All New England and Foreign Ports.
Unsurpassed passenger accommodations.
For freight or passage apply to
ALFRED MOULTON & CO., Agents.,
mh13 '94—1y 41 Carondelet street.

OTERI PIONEER LINE.

FOR TRUXILLO, CEIBA AND north coast of Spanish Honduras steamship
S. PIZZATI,
sails on or about SUNDAY, July 15, at 7 a. m.
FOR BLUEFIELDS, Nicaragua, steamship
ROVER,
sails on or about TUESDAY, June 19, at 5 p. m.
For freight or passage apply to S. OTERI,
Nos. 23 and 25 South Front street.
ap10 '94—1y

BOCAS DEL TORO.

STEAMSHIPS FOR BOCAS DEL TORO, Republic of Colombia,
Steamship Agnes,
Sails for Bocas del Toro, on or about June 25.
Steamship Iberia,
Sails for Bocas del Toro, on or about June 30.
Steamship Briefond,
Sails on or about July 6.
Shippers must obtain an order from the agents before sending freight to steamers.
For freight or further particulars apply to
ARTHUR CARON & CO., Agents,
28 to 34 Common street, corners Fulton and Front streets, New Orleans, La.
s29 '93—1y

COSTA RICA.

COSTA RICA AND HONDURAS STEAMSHIP LINE.

FOR PORT LIMON, COSTA RICA.
The following first-class iron steamships, having superior passenger accommodations, are expected to sail as follows—Steamship
FOXHALL,
Geo. Lesslie, master,
sails on or about July 19.
ALBERT DUMOIS,
Carl Horgen, master,
sails on or about July 26.
Shippers must obtain an order from the agents before sending freight to the steamers.
For freight or passage apply to J. L. PHIPPS & CO., 88 Wall street, New York; J. L. PHIPPS & CO., 140 Gravier street, New Orleans.
s20—tf

COLOMBIAN LINE.

FOR CARTHAGENA AND SANTA MARTA, Republic of Colombia
The following first-class iron steamers will give a ten days' service between New Orleans and the above ports, sailing about the 10th, 20th and 30th of each month, at 8 a. m.—Steamer
YUMURI,
Captain Mathieson,
Leaves New Orleans July 20.
Steamer
HENRY DUMOIS,
Conrad Horgen, master,
Leaves New Orleans 29th July.
Shippers must obtain an order from the agents before sending freight to steamers. All freights payable in advance. For freight or passage apply to J. L. PHIPPS & CO.,
Je6—tf 140 Gravier street.

NEW ORLEANS, BELIZE, ROYAL MAIL AND CENTRAL AMERICAN S. S. COMPANY, LIMITED.

WEEKLY SERVICE FOR BELIZE, LIVINGSTON, PORT BARRIOS, ISABEL, PANZOS, PORT CORTEZ and SAN PEDRO—Steamship
Breakwater..............L. Rivera, master,
Sails THURSDAY, July 12.
Stillwater..............H. Galt, master,
Sails THURSDAY, July 19.
From Tampa, Fla., for Port Cortez—Steamship
Clearwater...........J. McFarlane, master,
Sails Aug. 1.
For Port Cortez direct—Steamship
Wanderer..............John Brown, master,
Sails about
City of Dallas......John M. Raymond, master,
Sails about July 7.
Will give through bills of lading to and from any of the above ports, and to New York, London and the continent. For freight or passage apply to MACHECA BROS., 36 Canal street.
mh31 '94—1yd&W

FOR EUROPE.

American Line for Southampton.

Shortest Route to London.

Red Star Line for Antwerp.

Shortest Route to Belgium, France, Switzerland, Germany, the Rhine and Italy, etc.
INTERNATIONAL NAVIGATION COMPANY,
6 Bowling Green, New York.
Orfila & Mayer, 19 Camp St., Moulton & Herndon, 2 1-2 Carondelet St. Ja16 '94—1y

BROU'S INJECTION

THE OLD RELIABLE CURE for the most obstinate cases of Gonorrhoea and Gleet. No other treatment required. Non-poisonous. No stricture. No inconvenience. Sold by ALL druggists! J. Ferre, (successor to Brou), Pharmacien, Paris.

STEAMBOATS.

RED RIVER LINE.

Telephone 981.
CHAS. P. TRUSLOW, President.
CHAS. W. DROWN,
Secretary and Traffic Manager,
OFFICE No. 110 GRAVIER STREET
FOR ALL WAY LANDINGS below Shreveport—
HALLETTE,
Geo. L. White, master, Jas. R. Henry, clerk,
Leaves SATURDAY, July 14, at 5 p. m.
Commence receiving freight Thursday morning. Freight rates: Colfax and way landings, ONE CARD; above Colfax, ONE CARD AND A HALF.
LORD & McPEAKE (Telephone 579), R. F. BRITTON, Agents. a1—tf

VICKSBURG AND THE BENDS.

FOR GRAND LAKE, VICKSBURG and way landings—
NATCHEZ,
B. S. Leathers, master, V. G. Entrekin, clerk,
Leaves every WEDNESDAY, at 5 p. m.
Connects at Vicksburg with the regular packets for Yazoo, Tallahatchie and Sunflower rivers, and at Vidalia with the Natchez and Red River Railway. The right is reserved to pass all landings deemed unsafe.
LORD & McPEAKE, 122 Gravier street, B. STRAUSS, 49 Tchoupitoulas street, Agents.
d16—tf

BAYOU GOULA AND BAYOU SARA.

MISSISSIPPI PACKET COMPANY.
Office 10 Front Street. Telephone 689.
FOR BAYOU SARA AND WAY landings—Steamer
WHISPER,
Leaves MONDAY and THURSDAY at 5 p. m.
The right is reserved to pass all landings deemed unsafe.
J. B. WOODS, President and Manager,
11 Commercial place. Telephone 570.
o1—tf

DONALDSONVILLE AND UPPER COAST.

COMEAUX-AIKEN LINE.
FOR DONALDSONVILLE, NEW Hope and way landings—Steamer
STELLA WILDS,
E. J. Comeaux, master, J. W. Tircuit, clerk,
Leaves MONDAY, WEDNESDAY and FRIDAY at 12 m.
Clerk on landing to receive freight every day.
W. J. COMEAUX, General Agent,
Telephone 1056. Office head Bienville street.
au11—tf

BAYOU LAFOURCHE.

BAYOU LAFOURCHE SEMI-WEEKLY PACKET
LAFOURCHE,
P. A. Charlot, master, Edw. Nicolle, clerk,
Leaves every MONDAY and THURSDAY at 5 p. m. for Donaldsonville, taking freight for Thibodaux and all way landings on Bayou Lafourche, with the privilege of reshipping on flatboats at Donaldsonville. Returns down the coast on Tuesday and Friday.
B. RIVET, office 12 Commercial place, B. STRAUSS, 49 Tchoupitoulas street, Agents.
o9—tf

INDEPENDENT UPPER COAST AND BAYOU LAFOURCHE PACKET
G. W. SENTELL,
(In place of Teche)
C. J. Blanchard, master, Leo Guillot, clerk,
Leaves every WEDNESDAY and SATURDAY at 5 p. m., taking freight for all Upper Coast landings to Donaldsonville. Bayou Lafourche freight taken with the privilege of reshipping at the mouth.
MAX BLANCHARD, Jr., P. D. SIMON, 113 Decatur street, PAUL F. RENAUD, 51 Decatur street, Agents. Ja19—tf

OUACHITA RIVER.

OUACHITA RIVER PACKET COMPANY.
FOR MONROE AND ALL landings on Ouachita and Black rivers—The Steamer
PARLOR CITY,
(In Place of Steamer Ouachita,)
L. V. Cooley, master, W. B. Foulke, clerk,
Leaves every WEDNESDAY at 5 p. m.
E. CONERY, Sr., manager, corner Canal and Delta streets; LORD & McPEAKE, telephone 579. o25—tf

ATCHAFALAYA RIVER.

FOR WASHINGTON, WEST Melville, Simmesport, Big Bend Water Valley and all way landings on the Atchafalaya and on the Mississippi river from mouth of Red river down—Steamer
J. E. TRUDEAU,
(In place of Warren)
A. P. Trousdale, master, E. Quatrevaux, clerk,
Leaves every WEDNESDAY at 5 p. m.
B. STRAUSS, Agent, 49 Tchoupitoulas street
P. S.—Bayou de Glaize freight will be delivered at Simmsport, Big Bend, De Glaize or Water Valley landings. d13—tf

LOWER COAST.

STEAMER
GROVER CLEVELAND
C. S. Kouns, master,
Ernest Reinhardt and Jas. M. Salvant, clerks
Leaves MONDAYS and FRIDAYS, at 1 o'clock for the forts and way landings.
PAUL F. RENAUD, Agent.
mh28—tf No. 51 Decatur street

ST. LOUIS.

ST. LOUIS AND N. O. ANCHOR LINE.
FOR ST. LOUIS, CAIRO AND way points Steamer
CITY OF ST. LOUIS,
Geo. F. Carvell, master. Owen G. Cates, clerk
Leaves MONDAY, July 16, at 5 p. m.
CITY OF NEW ORLEANS,
Chas. B. Ziegler, master, Archie Woods, clerk
Leaves THURSDAY, July 19, at 5 p. m.
The right is reserved to pass all landings deemed unsafe. J. B. WOODS, General Agent
Telephone 570. No. 11 Commercial Place
F28—tf

GRAND ISLE.

Steamer—
EMMA M'SWEENY,
M. McSweeny, master
Leaves head of Conti street every TUESDAY and SATURDAY at 8 a. m. for Grand Isle
Fare (including meals) round trip, $8. ap13—

MANDEVILLE, LEWISBURG AND MADISONVILLE.

Steamer NEW CAMELIA.
Commencing May 1, 1894.
WILL LEAVE MILNEBURG on the arrival of cars from PONTCHARTRAIN DEPOT head of Elysian Fields street:
DAILY (except Sunday and Wednesday), p. m. train.
RETURNING LEAVES MADISONVILLE DAILY (water and weather permitting) 5 a. m.
EXCURSIONS.
MANDEVILLE, LEWISBURG, MADISONVILLE and OLD LANDING.
SUNDAYS and WEDNESDAYS, 8 a. m. train
FREIGHT received DAILY at the LOUISVILLE and NASHVILLE Railroad depot, head of Girod street.
W. G. COYLE & CO., Agents,
47 Carondelet street, corner Union.
my1 '93—tf

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Children Cry for Pitcher's Castoria.

"The fire department" The Daily Picayune, New Orleans, Louisiana, 13 July 1894, page 10, column 3.
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