CHAMBER OF COMMERCE.

The City Asked Not to Interfere With the Postal Telegraph Company.

The Law of the Land and the Decisions of the Courts.

An Elaborate Report on the Sauve Railroad Disaster.

The Necessity of Safeguards Against Switch Accidents.

The regular monthly meeting of the Chamber of Commerce and Industry of Louisiana was held last night, Vice President D. M. Kilpatrick in the chair, Secretary Robert Bleakley at the desk and a quorum present.

Mr. C. S. Kellogg, chairman of the special committee to whom was referred the subject of the application of the Postal Telegraph Cable Company to be admitted into New Orleans by underground cable, for the purpose of competing for and in the telegraph business, beg to report, that after some investigation of the claims of this company, and the laws and decisions bearing upon their right to full and open competition in the business in which they propose to engage, we conclude: That,

Whereas, the constitution of the state of Louisiana of 1879, art. 46, prohibits the legislature from "granting to any corporation, association, or individual, any special or exclusive right, privilege, or immunity". And art. 235 declares that "the exercise of the police power of the state shall never be abridged nor so construed as to permit corporations to conduct their business in such a manner as to infringe the equal rights of individuals or the general well being of the state." Art. 258 * * * "But the monopoly feature in the charter of any corporation now existing in the state, save such as may be contained in the charters of railroad companies, are hereby abolished." And, whereas, frequent decisions of our courts have maintained the principle of full and equal competition as essential to commerce, as evidenced in No. 105 U. S. Reports, folio 464, where it is declared, "A telegraph company occupies the same relation to commerce as a carrier of messages that a railroad company does as a carrier of goods. Both companies are instruments of commerce, and their business is commerce itself." No. 96 U. S. Reports, folio 9, in Pensacola Telegraph Company vs. Western Union Telegraph Company, the court says: "The powers thus granted are not confined to the instrumentalities of commerce, or the postal service known or in use when the constitution was adopted, but keep pace with the progress of the country and adapt themselves to the new developments of time and circumstances." And same case, folio 2, "The statute (U. S.) of July 24, 1866, in effect, amounts to a prohibition of all state monopolies in this particular. It substantially declares in the interest of commerce and the convenient transmission of intelligence from place to place by the government of the United States and its citizens, that the erection of telegraph lines shall, so far as state interference is concerned, be free to all who will submit to the conditions imposed by congress, and that corporations organized under the laws of one state for constructing and operating telegraph lines shall not be excluded by another from prosecuting their business within its jurisdiction, if they accept the terms proposed by the national government for this national privilege." Again, in 116 U. S. Reports, folio 460, in Walling vs. Michigan, "The police power cannot be set up to control the inhibitions of the federal constitution, or the powers of the United States government created thereby." And in 118 U. S. Reports, folio 571, in Wabash, etc., R. R. Co. vs. Illinois: "But we think it may safely be said that state legislation which seeks to impose a direct burden upon interstate commerce, or to interfere directly with its freedom, does encroach upon the exclusive power of congress; and, whereas, it is clearly recognized in our national and state constitution, as well as by the decision of our courts, that full and equal competition is essential, if not the very essence of commerce; and that telegraphic transmission of intelligence is a necessary part of commerce; and, whereas, the commercial development of our city and state demands the most unrestricted freedom in all matters pertaining to it, so as to secure the fullest possible competition in its affairs; therefore, be it

Resolved by the Chamber of Commerce and Industry of Louisiana, That it is the sense of this chamber that our city authorities should not attempt to throw any obstacles in the way of the Postal Telegraph Cable Company in its efforts to establish its offices and enter into competition in this city, but, on the contrary, should by every just means encourage them in doing so. Be it further

Resolved, That a copy of this resolution be forwarded to the honorable mayor and city council.

THE SAUVE DISASTER.

Colonel C. L. Walker, chairman of the special committee appointed to investigate the cause of the disaster on the Illinois Central Railroad at Sauve station, and to suggest remedial measures that could be taken to prevent, as far as possible, the recurrence of such a fearful accident, having carried out their instructions as fully as possible, made the following report:

This disaster occurred on the night of June 19, at about 9 o'clock, on the Illinois Central Railroad at Sauve station, five miles above the city, resulting in the instant death of three men, and the severe injury of several others, one of whom died the next morning.

The accident was caused by a brakeman neglecting to close the switch, after his freight train had been side tracked to allow the southbound express train to pass.

This fast mail train was over an hour late, was making up time; and must have been running about forty miles an hour when it struck the open switch and crashed into the freight train, causing the terrible wreck.

Your committee, while appreciating the fact that it does not lie within its province to act as a grand inquest, still feel it is only right and proper that they should give some expression to a belief which has been generally discussed, and has become public property, that the disaster at Sauve station was caused by the gross criminal negligence of an employee, or employes, of the Illinois Central Railroad.

While we do not overlook the fact that such a disaster is not only deeply deplored by all of the officials and employes of a railroad company, and that it is an awfully impressive lesson to them, and must naturally be a strong incentive to their devising and using every means in their power to prevent its recurrence.

Still, we are much more deeply impressed with another fact, that the education of a railroad corporation through its disasters at the cost of life and limb is an expense of such a character that it cannot be tolerated or receive a moment's consideration.

Railroad companies should not only protect the running of their trains by strict rules and regulations for the guidance of their employes, but at the same time should use every practical appliance known in railway service that will serve as a check on the faithful carrying out of these orders, and thus throw every safeguard around railroad travel.

Believing that the suits which follow such accidents will bring out the full facts of this case, and that the proper authorities will in due time take the necessary steps to place the responsibility where it belongs, we do not feel called upon to offer any suggestion in regard to this point.

While we are of the belief that it is only right and proper to hold a railroad corporation responsible for all of their acts and omissions, at the same time we fully believe that the individual should be reached in every case, and held strictly accountable for his acts and be dealt with to the extreme penalty of the law.

Your committee having satisfied itself that the Sauve disaster was caused by an open switch, directed its attention to ascertaining by what means the accident could have been averted and have come to the following conclusions:

First—That to insure safety of life and property in railroad travel the engineer on a moving train should know at all times the condition of the track over which he is running, and should not be left to take it for granted that switches are in their proper position to allow the passage of his train in safety.

Second—That as an engineer can only gain this knowledge by the display of a signal that would indicate the position of the switch, that there should be placed on every switch where trains pass at a speed greater than six miles an hour an automatic signal, to be operated by the opening and closing of the switch, so that it would indicate its position at all times, both day and night.

Your committee are aware that automatic switch signals are not in general use by railroads, and on that account feel that the absence of such signal on the switch at Sauve station should not reflect seriously on the Illinois Central Railroad Company. Nor is it our intention that other matter contained in this report should so reflect, but should be taken as applying to railroads in general.

At the same time we firmly believe that had such a signal been in place on the switch at Sauve station on the night of June 19 last, that the engineer of the south-bound express train would have been warned by the position of the signal that the switch was open, and would have stopped his train and averted the frightful disaster that occurred.

The use of automatic switch signals seems to us such a necessity to the safety of railroad travel, that a short description of one is thought not to be out of place. It consists of a metal disc painted white and red, and a bull's eye showing a white and red light, mounted on a frame, which should stand at sufficient height above the ground to be plainly seen.

The signal is changed by the movement of the switch; when it is closed and in proper position for trains running on the main line to pass in safety the signal shows white; either a white disc by day or a white light by night. When the switch is open it shows red, a red disc by day or a red light by night, which indicates danger to any trains attempting to pass on the main line.

We understand that the proper signal can be seen over level country at a distance of two miles, and that a train running 40 miles an hour can be brought to a full stop in a distance of from 600 to 800 feet. It is certain that it can be seen by the engineer in ample time for him to stop his train before it reaches the danger point.

It is an undisputed fact that by the use of an automatic switch signal to be operated by the opening and closing of the switch, greater safety would be ensured.

The use of a signal would bring the handling of the switch and its position under the notice of four persons instead of one:

First—The brakeman who had to handle the switch would, on account of the prominence of the signal, be more apt to close it properly, and if he neglected to do so, the signal would be more likely to attract his attention or that of some of the train crew.

Second—The conductor of the side tracked train could see the signal without leaving his train, and know by its position whether the switch had been properly closed or not, and that supervision would be a part of his duty.

Third—The engineer of a train running on a siding, where automatic switch signals are in use, looks back to the end of his train and is guided by the change of signal from red to white, and when the change is made he knows that all his train has been pulled from the main track, leaving it clear, and comes to a stop. If he backs his train on the siding, his engine, being the last to leave the main track, brings the signal directly under his eye. This in itself is a check on the proper handling of a switch.

Fourth—The engineer on the moving train, having the signal as his guide, could see its position and know how the switch was set, and have timely warning of danger in case the switch was left open, and both the brakeman and conductor had failed in their duty.

In the use of switch signals, we believe that the engineer on the moving train should be guided entirely by them, and that to make them more effective no other signals should be in sight.

For that reason all signal lights on the side tracked train should be shaded. Also, the headlight of the locomotive, for that being such a glaring light, it naturally has a tendency to distract the engineer's attention.

There is no doubt by his having only the switch signal in sight, that it would give greater surety of his reading it correctly.

It must be remembered that the sight of a headlight on a side track is in itself a guarantee of safety to the engineer on the moving train. It says to him, we are out of your way; the road is clear; come ahead. And having passed the same familiar headlight, perhaps a hundred times or more without accident, he gives the iron horse free rein; on it rushes at a terrible pace, if all is well it passes in a flash, but if the switch stands open there follows a crash, and a mighty power has expended its force in wreckage and disaster, which possibly is soon made more appalling by the sight of silent figures as they lie by the trackside, evidencing that through the carelessness of man there has been a blotting out of something that can never be recalled.

Railways have only been in successful operation since 1830, while steam navigation has been a commercial success since Fulton's Clermont plowed the waters of the Hudson in 1807.

These twenty-three years of added experience in the handling of steam vessels has developed the fact that to insure safe navigation it was absolutely necessary to provide a code of signals by steam whistle, bells and lights, to guard against employes having to take anything for granted and a check on the careful performance of their duty.

One of the strictest laws governing steam navigation is that pilots of steam vessels, in passing one another, must blow a signal to indicate their course and prevent collision, and no matter how sure they are of being able to pass in safety, the proper signal must be sounded and answered before they can proceed on their course.

From the costly experience of switch accidents, it seems to us that a similar rule should govern railways, calling for signals whenever it was necessary for one train to pass another waiting on a side track.

Therefore, if the lights of a side-tracked train are shaded, and the engineer of a moving train on approaching a siding or meeting point is compelled to blow a signal in order to find out if the train he is to meet is there, and the road is clear, and is not allowed to proceed without receiving the proper signal, you will have succeeded in providing an additional safeguard against switch accidents.

This, and owing to the absolute necessity of his being in the full possession of the sense of sight and hearing in particular, that his hours should be so regulated that his time of rest will be sufficient to refresh him, so that when he takes charge of his engine he will be in possession of his faculties in their full vigor, and be physically able, in the full sense of the word, to perform his arduous duties.

That neither on account of his own desires, or the need of his services, should the necessity for his taking the proper amount of rest be overlooked.

We hold in the highest respect, and fully appreciate the responsibilities and difficulties of the position of a locomotive engineer, and our object is to aid him and every railroad employe, and the company itself, if possible, by pointing out and at the same time suggesting remedies that, in our judgment, would best overcome those difficulties.

In considering this matter we are deeply impressed with the belief that the key to many railroad disasters lie in employes being compelled to take things for granted, for the want of proper signals to guide them in their work. And where signals are used, by their becoming ineffective through being confused with the glare of headlights and signals of waiting trains; and, in some cases, by employes being allowed to undertake work which, from the lack of the necessary hours of rest, they are not physically able to perform.

With the facts before us, that the use of automatic signals would throw many safeguards around the proper handling of switches, and in a great measure decrease the chances of accident to moving trains, by open switches, your committee would suggest that a set of resolutions be drawn up memorializing the state legislature that a law be enacted to regulate this matter, making it a criminal offense for any railroad within the limits of the state to have or place any switch in their track, where trains pass at a speed greater than six miles an hour, without a good automatic signal that could be plainly seen by the engineer of a moving train at sufficient distance to give him ample time to bring his train to a full stop before reaching the switch.

Your committee have treated this as a matter coming within the boundaries of their own state, but the subject impresses them as being so far reaching in character and of such grave import to the safety of the public in general that they believe the regulation of switch signals by law should not only apply to railroad lines in our own state, but to every line of railroads in this country, and that the subject well deserves the serious consideration of congress in connection with interstate commerce, and, therefore would advise that a copy of this report, if adopted, be forwarded to our senators and representatives in congress.

After considerable discussion the report was adopted and the committee requested to draft resolutions covering the matter.

The meeting then adjourned.

BOTH PARTIES FINED.

Recorder Lea Disposes of the Charges Made by Jacob Baker and Mrs. Shay Against Each Other.

At 9 o'clock yesterday morning Recorder Lea, of the fifth recorder's court, called the case of Jacob Baker, brother to Philip Baker, the murderer of Mrs. Nelson, who was charged by Mrs. Dan Shay with insulting and cursing her on the 25th of last month, on Hampson street, near the corner of Washington.

The case, it appears, grew out of the murder of Mrs. Nelson and the trial of Philip Baker for the crime.

Mrs. Dan Shay was the first witness placed upon the stand, and her testimony went to show that soon after the Nelson murder and the arrest of Philip Baker, Jacob came to her house and asked her to testify in favor of his brother.

He offered as an inducement $250. Baker desired Mrs. Shay to go to the criminal court when the case came up for trial and state that on the night of the murder Nelson refused to go in the grocery and see his wife, giving as a reason that he knew all along that she had been too friendly with Baker. He also wanted Mrs. Shay to state that when Nelson was seen, just after the murder, his shirt was covered with blood. Mrs. Shay refused to comply with the man's wish and ever since a feeling of hostility has existed between the Shay and Baker families.

On the 2d of last month Mrs. Shay claims, at about 5 o'clock in the evening, Baker insulted and cursed her in a most outrageous manner. Mrs. Shay, after trying to get the man away, blew a police whistle and Acting Sergeant Lartigue came and arrested Baker.

The sergeant stated on the stand that Baker was somewhat drunk on the above date and made a great disturbance on his way to prison.

Jacob Baker was then put on the stand and told an altogether different story. He said he was returning from work on the 25th of July, and stooped down in front of his residence, which is on the opposite side of the street from Mrs. Shay's, to kiss his little child, and Mrs. Shay said from her gate, "Look at the fool." Baker asked her what she meant, and was answered that she meant to get him into trouble. Baker claims that he then went into the house, and when the police whistle was blown came out to see what was the matter and was arrested. He denies that he attempted to bribe the affiant, and was not drunk on the evening of his arrest. He had made a counter affidavit against Mrs. Shay for insult and abuse, and claimed that on the evening of his arrest she cursed him from the time he came in sight to the time of his arrest.

After hearing all the evidence Recorder Lea, deciding that they were both to blame, fined them both $10 or 15 days each and placed them under $50 bonds to each to keep the peace for six months.

What It Does.

Hood's Sarsaparilla
1. Purifies the blood.
2. Creates an appetite.
3. Strengthens the nerves.
4. Makes the weak strong.
5. Overcomes that tired feeling.
6. Cures scrofula, salt rheum, etc.
7. Invigorates the kidneys and liver.
8. Relieves headache, indigestion, dyspepsia.

AMUSEMENTS.

West End.

The great Southern Military Band, under the leadership of Prof. Geo. A. Paoletti, is doing wonderfully well at the West End. It is a home band, with each performer an artist, and finely executes the best music. It deserves the same public approval and patronage that was extended to the Mexicans, who are not of us. As an illustration of the quality of music being furnished by the Paoletti band, the programme for tonight is given here:

1. March, "Souvenir of the Vinegrowers." Arranged by Geo. Paoletti.
2. Waltz, "Ange d'Amour"....Waldteufel.
3. Potpourri on popular airs, "Musical Review"....Riviere.
4. Selection, "Les Cloches de Corneville." Planquette.
5. Overture, "Semiramide"........Rossini.
6. Grand selection, "La Juive"....Halevy.
7. Aria and Misterere, "Il Trovatore." Verdi.

Duo for cornet, Mr. Gonzales, and trombone, Mr. Vic Einhorn.

8. The Ballet of "William Tell"....Rossini.
9. Reminiscences of Meyerbeer...Godfrey.
10. Grands Valse, "La Vague"...O. Metres.
11. Patrol, "Guard Mount"........Eilenberg.
12. Medley on Irish Popular Airs, "Erin-go-Bragh"...................J. B. Claus.

Notes.

The entertainment to take place tomorrow evening at the hall at the corner of St. Charles avenue and Hillary streets, Carrollton, is to be for the benefit of the charity and building fund of the Woman's Social Industrial Association.

Manager Mauge, of the French Opera House, has engaged Mlle. L. Priolo as first chanteuse legere of the troupe that is to appear this winter. She is only 24 years of age, a laureate of the Paris Conservatory, and very pretty. She made her debut at the Montpelier Opera House, where Mr. Berger was the leading tenor.

HARBOR WORK.

Assistant United States Engineer Hardee yesterday began the survey of the Southport spur location.

Assistant Garvin is pushing the work in the Third district. He will construct all the cribs before sinking any of the mattresses.

ELEGANT UPRIGHT FISCHER PIANO BY AUCTION TO-MORROW at No. 17 Camp street. It can be examined to-day.

Newspaper Pads.

75 cents a dozen, at Fitzwilliam's, 62 Camp street.

POLICE BOARD.

A Grave Charge Against Sergeant Charles Vogt—Special Commendation of Corporal McDonnell.

The police board met last night and transacted considerable routine work. There were present Acting President Denis, Commissioners Demourelle, Beanham and Borne, Chief Gaster and Surgeon Bayon.

The seven uninteresting trials resulted as follows:

Supernumerary E. D. Gibbons, Fourth precinct, absence without leave and disobedience of orders, fined five days' pay.

Clerk Peter Hayes, Fourth precinct, absent without leave, three days' pay.

Officer J. B. Yates, Sixth precinct, failure to report change of residence, charge dismissed.

Clerk J. C. Stewart and Officer John Berrigan, conduct unbecoming, 3 days' pay each.

Supernumerary A. Delpuget, Fourth precinct, gross neglect of duty, 1 day's pay.

Officer Clarence Routh, First precinct, neglect of duty, 3 days' pay and severe reprimand.

The resignations of a number of officers and supernumeraries, and of Station Clerk W. W. Jackson, Eighth precinct, were received and accepted, and Supernumerary Thomas J. Curtain was elected Eighth precinct clerk.

An application of Dr. V. Nolan for the position of veterinary surgeon of the force was referred to the equipment committee.

Chief Gaster submitted a special report, which was duly received, calling attention to the praiseworthy conduct of Corporal McDonnell in arresting Patina Robelia, who, on July 15, murdered a companion, Elario Boncoque, during a gambling game. The officer, upon hearing of the crime, went alone to the home of the murderer, whom he knew to be a dangerous character, and arrested him single-handed.

Telegraph Superintendent Wolfero reported that all the station instruments were in a poor condition, most of them too nearly worn out for service, and was authorized to order all necessary repairs.

Several applications for leave of absence without pay and half pay for time lost through sickness were favorably acted upon, and Secretary Donnaud read a complaint from Thomas Buhler, the owner of a gambling-house in Algiers, who alleges that some six months ago Sergeant Charles Vogt, while gambling in his place, borrowed $44 75 from him. Buhler has several times tried to recover the money, which Vogt, he states, refuses to pay, on the ground that the debt is more than cancelled by his (Vogt's) permitting the gambling to continue in contradiction to the law.

The complaint was referred to the chief to be investigated and reported back to the board at the next meeting.

Mr. Beanham announced that at the next meeting he would offer a resolution amending rule No. 152, police code, so as to permit the appointment of ten patrolmen for detective work, instead of five at a time.

On motion of Mr. Beanham the chief was instructed to hold an examination of supernumeraries for promotion and to report to the next meeting, and to notify the force through the several precinct commanders that all officers summoned by the board either to be tried or to testify must report promptly.

Mr. Beanham was granted a thirty days leave of absence, and the board adjourned until the 19th.

THE CAMERA CLUB.

The regular monthly meeting of the New Orleans Camera Club took place last evening at its rooms at No. 3 Carondelet street. President H. Carpenter occupied the chair and upward of twenty members were in attendance.

The meeting was short and uneventful. The resignation of Mr. T. C. Poches was read and received. A communication was laid before the club proposing the organization of a new lantern slide exchange, the one formerly in existence having collapsed. Upon motion of Mr. Duquesney, the matter was referred to the governing committee.

The treasurer reported a cash balance on hand of $6 50, the expenditure of the month having amounted to $396 05, and the receipts to $389.

The president announced that the expenses of the outing recently given by the club to Covington exceeded the amount taken in by $24 50.

The following new members were admitted during the month of July: Messrs. A. C. Bell, G. W. Rueff, J. H. Chalker, Paul Conrad, Jr., Dr. O. Salomon, E. L. Pinac, W. W. Boullemet, E. Claudel, J. D. Payne, C. F. Belden, G. W. McDuff, and Dr. Gustave Kietz.

The meeting adjourned at 8:20.

DISMISSED THE CHARGES.

The longshoremen are supposed to get $5 a day, and when, some time since, it was reported that certain of the men were working for $4 the excitement among the longshoremen was great, and committees of twelve were appointed from the white and colored associations to investigate the charges.

A Picayune reporter learned last night from a reliable source that the joint committee had met, and, after a lengthy session, dismissed the charges as false.

ELEGANT FURNITURE BY AUCTION TO-MORROW, at No. 17 Camp street. The lot can be examined to-day.

CITY HALL HAPPENINGS.

Darkness in Algiers.

On the night of May 5 all the Algiers electric lights went out 3½ hours ahead of schedule time, and they did not burn again for nearly two months.

The cable had broken, and the long delay in repairing was explained by the statement that the electric light company had ordered a specially constructed cable, one that, of superior quality and strength, would not give Algiers its annual midsummer darkness.

At last, after many delays, the cable arrived and was placed. The night of June 29 was a bright one for Algiers, but the district had not gotten used to the glare when, early in the evening of July 4, after burning for five nights, the lights all went out again, and the town has remained in darkness since.

Desultory chats with city hall officials and councilmen has adduced the following facts:

About a year ago Mr. Hymel introduced an ordinance providing for a separate plant in Algiers. The ordinance was referred to the fire and lighting committee, and consideration thereof indefinitely postponed.

About the same time an amendatory ordinance was introduced, favorably reported and passed, providing for the placing of thirty-five additional electric lights throughout the seventeen city wards, to be paid for monthly at the original contract rates, from the deduction for lights out. In case there should be no reduction no payment should be made for the additional thirty-five lamps.

This was looked upon as an excellent arrangement and Mr. Daniels, of Algiers, supported it strongly, much to his present sorrow.

Two of the thirty-five extra lights were given to Algiers, increasing the district's number to thirty-seven.

When the Algiers lights are out deduction is made for thirty-five lights, and from the deduction payment is made for thirty-three of the extra thirty-five lamps which burn on this side of the river. In this way the company loses the payment on two lamps. The thirty-seven lamps in Algiers require little or no attention.

Comptroller Thoman, who, on the strength of his record in the city hall, claims to be a fair financier, states that he has not been able to understand the present system of light payment.

One of the comptroller's clerks called the reporter's attention to the following ordinance for the payment of the July light bill:

Louisiana Electric Light Company street lamps	$11,167 34
Public buildings	514 39
	$11,681 73
Less deductions for non-lighting during said month	$657 27
	$11,024 46
Less 10 per cent as per contract	65 72
	$10,958 74
Lights erected under ordinance No. 5257, C. S.	722 99
Grand total	$11,681 73

It is seen from these figures that the grand total is identically the same as the amount of the bill for lighting the streets and public buildings. The deductions for lights out, $722 99, is offset by the $722 99 for extra lights, as provided for by ordinance No. 5257.

The figures vary, but the result every month is the same.

In Need of Repair.

Commissioner Leche has notified President Hernandez, of the Carrolton Railroad, that the shellroad on the woods' side of St. Charles avenue, from Louisiana avenue to Carrolton, is in need of repair, and requested him to give the road immediate attention.

Paying Off.

Cashier Lafarge will pay the city rolls as follows: Thursday, 6th (to-day), officers; Friday, 7th, laborers and Sixth District Fire Department.

Surprising relief attends the use of Kopfaline, the Great German Headache Remedy. Everybody suffers at times with this trouble, and everybody should therefore use this famous article. Price 25 cents, sample size 10 cents.

VITAL STATISTICS.

Recorded at the office of the board of health, Tuesday, Aug. 5, 1891:

BIRTHS.

Mrs. William Dunn, a boy.
Mrs. Joseph Richard, a boy.
Mrs. Charles A. Scott, a girl.
Mrs. Louis Kostner, a girl.
Mrs. Robert Demailly, a girl.

MARRIAGES.

Maurice S. Seelman, Jr., and Miss E. A. Disque.
Ernest A. Thouron and Miss Amelia Tourquet.

DEATHS.

Elias Metzger, 5 months, Jewish Orphan Asylum.
Widow Anna M. Scherer, 60 years, 243 Chippewa.
George E. Wiltz, Jr., 17 years, 203 Bayou Road.
Julia M. Fehl, 16 months, 60 Burdette.
Widow Julia Weil, 48 years, 119 St. Louis.
Annie A. Herdiger, 20 days, 1562 Tchoupitoulas.
George Wiebolt, 27 years, 188 Washington.
Mrs. Louisa Smith, 22 years, 362 Baronne.
Miss Katie Daunenmann, 18 years, 765½ Camp.
Celia King, 8 days, 220 St. Louis.

MISSISSIPPI VALLEY ROUTE.

Excursion tickets to Hot Springs, Ark., and return, $25 20; Cooper's Well ($8 45 to Raymond and return). Summer tourist tickets to all principal resorts.

DR. PRICE'S Cream Baking Powder.
Used in Millions of Homes—40 Years the Standard.

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THE CHEAPEST MUSIC HOUSE IN THE SOUTH!
LOWEST PRICES, EASIEST TERMS.
Will be Pleased to Have You Write for Prices and Catalogues.
PIANOS FROM $50 UPWARD. ORGANS FROM $20 UPWARD.
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HARD WOOD MANTELS.
FIRE GRATES } IN BRASS, BRONZE, VARNISHED, ETC.
TILES } FOR HEARTHS, FACINGS, FLOORS, ETC
LARGEST DISPLAY,
LOWEST PRICES.
GET OUR PRICES BEFORE PURCHASING.
EUGENE F. BUHLER,
438 AND 440 DRYADES STREET, NEAR TERPSICHORE STREET
P. S.—Green Car at Crescent Hall Passes the Door. Jal1 91—SuTuThly

J. H. MENARD,
FLORIST,
Bouquets and Floral Designs Made to Order. } ST. CHARLES & HOWARD AVENUES. { Plants, Decoration Made to Order.
o19 '90—SuTuThly

NAUTICAL NOTES.

The White Star Steamer Majestic Breaks All Records.

From Queenstown to New York in Five Days, Eighteen Hours and Eight Minutes.

George Francis Train Proposes to Hire Her for a Picnic Around the World.

A Boat Race Across the Atlantic Ocean.

The Champion Record Breaker.

The White Star Line steamer Majestic, which left Liverpool on July 29, arrived in New York yesterday morning, breaking the record. From Queenstown to New York her time was 5 days 18 hours and 8 minutes.

The Majestic passed Roche's point at 2:12 a. m., on July 30, and arrived at Sandy Hook at 3:30 a. m. yesterday. She beat the record by 57 minutes. Previous to the run of the Majestic the record was held by the White Star Line steamer Teutonic. It was 5 days 19 hours and 5 minutes.

The Majestic is, with her sister ship, the Teutonic, the longest vessel afloat. She is 582 feet long, 57 feet 6 inches broad, and 39 feet 4 inches deep and has a gross tonnage of nearly 10,000 tons. She is propelled by two independent sets of triple expansion engines, driving twin propellers, the blades of which are of Manganese bronze. The following shows the record made between Queenstown and Sandy Hook since the contest of breaking records began in 1881:

	Days.	Hours.	Min's.
October, 1881—Arizona	7	7	23
May, 1882—Alaska	7	4	10
June, 1882—Alaska	7	1	50
May, 1883—Alaska	6	23	48
September, 1883—Alaska	6	21	40
September, 1884—Alaska	6	16	38
October, 1884—Oregon	6	10	10
October, 1884—Oregon	6	9	22
August, 1885—Etruria	6	5	31
May, 1887—Umbria	6	4	52
May, 1888—Etruria	6	1	55
September, 1888—Etruria	6	1	50
May, 1889—City of Paris	5	23	7
August, 1889—City of Paris	5	19	18
August, 1891—Teutonic	5	19	5

TRAIN WILL TAKE ONE THOUSAND PERSONS AROUND THE WORLD.

George Francis Train has a big scheme to help the world's fair. He proposes, the New York Times says, to give the world the benefit of a preliminary American fair by taking 1000 persons around the world in the great steamship Majestic. Each passenger is to contribute his share toward the expenses, and the profits arising from the tour will be turned into a world's fair fund.

"We are on the verge of a panic and a revolution," said Mr. Train at the Continental Hotel last night, "and something has got to be done. The sooner we start on this great Majestic world's fair expedition around the world the better it will be. The Majestic can make the trip from New York across the Atlantic, through the Mediterranean and Red sea, and across the Pacific to San Francisco in thirty-seven days. I can come across the continent in three days more, making the circuit of the globe in forty days, the fastest trip on record, my trip of sixty-one days being the existing record.

"I propose," said Mr. Train, "to have 1000 American flags on the ship, and whenever we enter a port each of the 1000 passengers will be waving a flag. That will advertise America. On board the vessel we will have our phonograph, our electrical appliances and specimens of all the important American inventions. It will be a fair such as will attract and interest the people of every nation. They will eagerly pay to come and see it. They will talk in our phonographs. A lot of money will be made, and the success of the world's fair is assured."

Four-Masted Sailing Vessels.

The New York Times, Aug. 3, says: Large four-masted sailing vessels seem to be growing in popularity with ship owners. In the East river, where this class of ocean craft most predominate, a number of these large vessels may be seen. But if one expects to find the stars and stripes rippling from the gaffs of the big four-masters, the chances are that he will be mistaken.

The majority of this type which reaches this port are of English and German register. American ship builders run to schooners—a type which has its advantages, when the carrying capacity is considered with reference to the cost of running. Barks still remain popular, no doubt because that type combines the advantages of the ship and schooner rig.

But despite the forest of lofty masts which fringes the lower end of the city, statistics prove that all types of sailing craft are gradually being displaced by steamships. In 1872 sailing vessels represented more than half the carrying capacity of the world. They now represent less than one-fourth of it. In 1872 the tonnage of sailing vessels employed in the world's commerce was 14,563,868; that of steamships for the same year, 3,680,670. Shipping statistics for the year 1890 give the tonnage of the sailing vessels as 12,825,709, and that of steamships as 10,539,051.

Travelers by Sea.

The Cromwell Line steamship Knickerbocker, Captain T. P. C. Halsey, sailed yesterday morning for New York with the following passengers:

Mrs. D. S. Gaster and son, Mrs. J. Geddes, Miss K. Geddes, Miss Carrie Weil, Mrs. Leopold Weil, J. W. Strand, David L. Weil, J. E. Purnall and wife, Chris P. Miller, C. B. Dushane, E. J. Morrisson, H. S. Montgomery, Miss J. Stengle, Mrs. Robt. Martin, Miss F. L. Macdonald, Miss Alice Orr, Frank J. Brown, Wm. Young, Miss G. Rohrbacher, Chas. Steidinger, wife and niece, E. R. Faulkner and wife, A. Salaun and wife, D. A. Worleter and wife, J. M. Watkins, N. C. Dameron, A. S. Pidding, E. Randolph Greeley, and five in the steerage.

A Bark in Distress.

The Austrian bark Tare put into Boston on Aug. 2 in distress. She sailed from Philadelphia on July 18 for Fiume, Austria, with a cargo of case oil. Everything went well until July 26, when a storm of great severity was encountered, during which the vessel labored and strained heavily, causing her to leak at the rate of eight inches an hour. Fearing that the leak might increase, the captain decided to bear up at the nearest port, which was Boston. From the time the vessel sprang a leak until reaching port the crew was kept constantly at the pumps, and on their arrival were nearly exhausted. The Tare will discharge cargo and go into dry dock for repairs.

The Sea Serpent Wins.

The small boat Sea Serpent, which left Boston on June 24 with the Mermaid to race across the Atlantic from Boston to Land's End, was spoken on Aug. 2 about fifty miles from the Scilly isles. The Mermaid was spoken on July 24 by the steamer Sobraon in latitude 42:50, longitude 56:12, nearly 2145 miles from her destination.

Off for British Honduras.

The steamship Breakwater, Captain C. W. Clarke, sails this morning for Puerto Cortez, via Belize and Livingston, with an assorted cargo and the following passengers: Miss Maria de Leon, Miss Emma de Leon, Miss Held de Leon, Mrs. Wm. E. Alger and two children.

Death of Two Engineers.

Walter Storry, chief engineer, and Alfred Livingston, third assistant engineer of the British steamship Brentor, died recently of yellow fever at the quarantine hospital of Baltimore, Md. The Brentor was from St. Jago de Cuba via St. Thomas.

Short of Provisions.

The British steamship Cheniston, from Porman, Spain, at Baltimore, reports, July 30, latitude 36:15 north, longitude 73 west, spoke the American bark Levanter, 94 days out from Tripani, Sicily, with salt for Portland, Me. All hands were well, but short of provisions, which were supplied by the Cheniston.

Gone to Sea.

The steamships Excelsior for New York, Foxhall for Port Limon, Rover for Utilla, and bark Charles Luling for Bremen, left for sea yesterday.

The Passes.

PORT EADS, Aug. 5, 6 P. M.—Wind southwest.

Arrived: at 4:30 p. m., German steamship Australia, Spruth, master, from Hamburg, via St. Thomas and Mexican ports, to A. K. Miller, Melotta & Co.

Sailed: Steamships Knickerbocker and Excelsior, for New York; Foxhall, for Port Limon, and Rover, for Utilla.

A GOOD ARREST.

A Crippled Negro Arrests a Young Buck for Attempting to Outrage a White Girl.

At about 4 o'clock last evening, at the corner of Rendon and St. Peter streets, a white girl named Annie Holden, aged 13 years, was assaulted by a young negro man named Ernest Rosier, who attempted to outrage her. The negro seized the girl by the neck and attempted to throw her down on the green, but she made a desperate resistance and began to scream, when the ruffian attempted to choke her, to prevent her voice being heard.

After a severe struggle she managed to release herself, but not before her throat and neck were considerably scratched by the brute's finger nails, and she was about to run to her home, when a crippled negro man named Henry Robinson hove in sight. The latter, it seems, had heard her screams, and hastening to the green, saw her just as she had released herself. The cripple at once returned to his house in the neighborhood, and securing his double-barrel shotgun, returned to the green before Rosier had an opportunity to escape.

The cripple raised the gun to his shoulder with the muzzle pointed at Rosier and ordered him to march forward, which command Rosier obeyed. After he had proceeded some distance several citizens who had learned of the affair came to Robinson's assistance, and the negro was marched to the Esplanade street car station. Here a rope was secured and Rosier's hands were quickly tied behind his back. Officer Marr was send for and he summonded the patrol wagon and Rosier was taken to the suburban station, where he was locked up on a charge of assault with intent to commit rape.

AUCTION AT RESIDENCE THIS DAY.—E. Curtis, the auctioneer, sells the contents of the elegantly furnished residence No. 495 St. Charles avenue, this day.

Bookkeepers, lawyers, and all who figure or write much, will find newspaper pads "just the thing." Call at Fitzwilliam's, 62 Camp street, and look at them. Each pad is made up of 80 sheets, letter size, and 12 pads are sold for 75 cents.

THE COMMERCIAL YEAR
OF NEW ORLEANS CLOSES AUG. 31.
THE REGULAR EDITION
—OF THE—
PICAYUNE,
TUESDAY, SEPT. 1,
Will contain a complete review of the business of the city during that period, besides other matter of special interest to merchants and planters.
The comprehensive and reliable character of our Annual Review is so well established that every year thousands of copies of the Picayune containing it are ordered by merchants for distribution among their country friends, and are filed and preserved for future reference. Thus, the Sugar and Rice Planters of Louisiana, and the Cotton Planters and Merchants of this and neighboring States, will each receive at least one copy of that issue of the Picayune.
As all our reports, etc., are classified and condensed, and as there is a universal prejudice against very big papers, the Annual Trade Edition of the Picayune will be only a quadruple sheet, sixteen pages; thus leaving but a limited amount of space for advertisements and insuring a good show for each.
ADVERTISING RATES
For this Edition are the same as for all other Regular Editions of the Picayune, as follows:
Fifteen Cents per line;
Two dollars and ten cents per inch for less than twenty-four inches;
One dollar and seventy cents per inch for more than twenty-four inches;
Twenty-five per cent extra on space actually occupied by cuts, but no extra charge on advertisements set in double or triple column form;
Reading Notices, set in Nonpareil type, solid, twenty-five cents a line; leaded, thirty cents a line.
Copies of the paper with name and address of firm printed on top margin of the first page, and neatly put up in wrappers for mailing, will be sold at the rate of $4 per hundred.
NICHOLSON & CO.,
Proprietors Picayune,
New Orleans, La.

If You Have
no appetite, Indigestion, Flatulence, Sick Headache, "all run down," or losing flesh, you will find
Tutt's Pills
the remedy you need. They tone up the weak stomach, build up the flagging energies as no other medicine will, and
CURE CONSTIPATION.
To enjoy health one should have regular evacuations every twenty four hours. The evils, mental and physical, resulting from
HABITUAL CONSTIPATION
are many and serious. For the cure of this common trouble, Tutt's Liver Pills have gained a popularity unparalleled.
A TORPID LIVER
deranges the whole system and produces
Sick Headache,
Dyspepsia, Biliousness, Rheumatism, Sallow Skin and Piles.
There is no better remedy for these frequent diseases than Tutt's Pills, as a trial will prove. They should be found in every household. They are perfectly harmless, reliable, and can be taken without restraint of diet or occupation. Plain or sugar-coated. Sold everywhere. Price, 25c.
Office, 44 Murray Street, N. Y.

"Police Board. A grave charge against Sergeant Charles Vogt." The Daily Picayune, New Orleans, Louisiana, 6 August 1891, page 3, column 4.
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