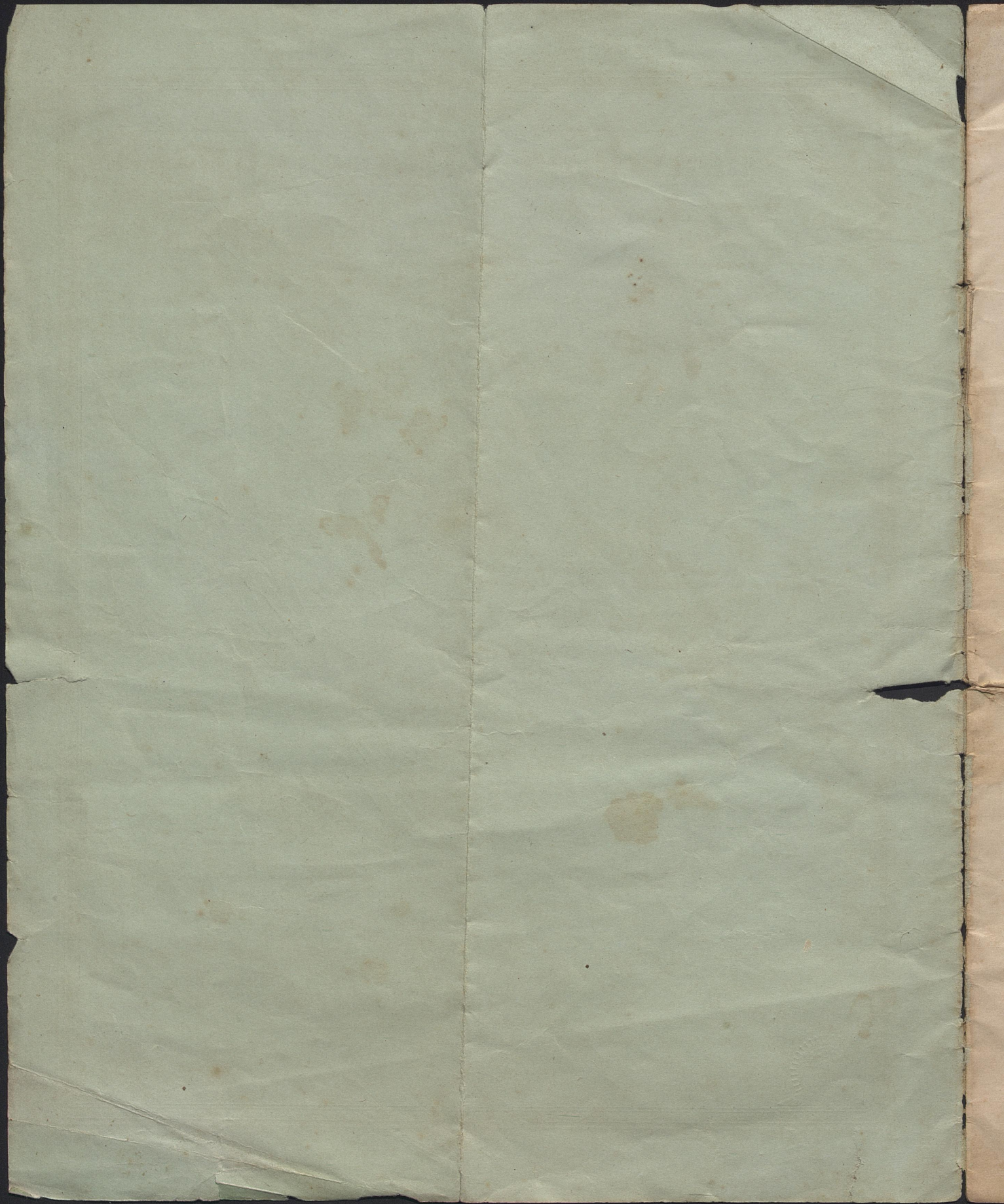


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LOUISIANA BIOGRAPHIES.





Louisiana Biographies

PUBLISHED EVERY SATURDAY
By A. MEYNIER, Jr., 133 Decatur Street.

Subscription, (ONE YEAR, - - - - - \$4 00
IN ADVANCE. (SIX MONTHS, - - - - - 2 00
(ONE MONTH, - - - - - 50c

VOL. I.

NEW ORLEANS, SATURDAY, FEBRUARY 11, 1882.

NO. I.

LOUISIANA BIOGRAPHIES

Will contain full sketches of the personal history of the leading men of the State, both past and present; and will be accompanied by articles devoted to the entire field of its industrial interests; one of which will appear in each weekly number.

It will also comprise a description of New Orleans; its principal public buildings and resorts, and the adjacent watering places.

Making it an invaluable record of the State of Louisiana and City of New Orleans, as well as of hundreds of the most prominent men that have resided therein.

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IMPORTANT NOTICE.—Since the commencement of the work, it becoming evident that it would be impossible to embrace the entire field, presented by the "Circular" that announced its intended contents, within the proposed limit of two hundred pages, has compelled an extension considerably beyond that number—four hundred, or more—and it will be issued weekly, in eight-page pamphlets, according to the rates stated at the head of the column.

This arrangement will not, however, prevent the issue of the bound volume of two hundred pages to such subscribers as have already given their orders for copies of the work.

Regular subscribers for the weekly issues of this work are requested to carefully preserve them until they are completed; when, if so desired, they will be handsomely bound free of cost, if transmitted for that purpose to the

PUBLISHER.

SALUTATORY.

:o:

In the presentation of this work for public approval and patronage, the author has done so under the conviction that such a publication was not only desirable but essentially necessary as a future record; which, from the care bestowed upon its compilation, would be highly acceptable to all those whose residence in or association with the State of Louisiana had linked in a common interest for her past reputation and future prosperity. Biographies are the history of individuals, showing their capability, habits and character; the leading incidents of their life and the estimation in which they were held by their contemporaries. Consequently they are more eloquent in both praise and censure than any living tongue, and constitute silent but powerful incentives for the emulation of the young of future generations.

Impelled by these motives, and in the hope that his efforts may be kindly considered and duly rewarded, this work is submitted for the approbation and patronage of a generous public by the

AUTHOR.

SAMUEL D. McENERY.

The present Governor of the State of Louisiana, Samuel Douglass McEnery, who was called by constitutional provision to fill the Executive Chair, made vacant by the unfortunate and premature death of the lamented Governor Wiltz, was born in Northern Louisiana, at the town of Monroe, on the 28th of May, 1837; his father, Henry O. McEnery, having taken up his residence there the year before. Desirous that his son should receive all the advantages of a good education, Samuel's father sent him to Spring Hill College, where he remained a year. Subsequently, in May, 1852, he entered the United States Naval Academy, at Annapolis, Maryland, where he continued until July, 1855, when he resigned his cadetship to pursue his studies on the eclectic principles in practice at the University of Virginia, where he remained for three years, applying himself to his scholastic duties with praiseworthy industry. From this seminary he went to the State and National Law School at Poughkeepsie, New York, where he devoted himself to the study of the profession he proposed to adopt, graduating in 1859. On the completion of his studies he concluded to try his fortune in the West, and settled in the town of Maysville, in Missouri, where he resided one year, but finding the climate too severe for his constitution he returned to Louisiana.

In 1861, when preparations were making throughout the land for participation in the tremendous conflict of the civil war, young McEnery enlisted in the volunteer forces early in May of that year, becoming a lieutenant in the Pelican Grays, a company organized in Ouachita parish, which was afterwards incorporated into the Second Louisiana Infantry, under Colonel, now Judge William Levy, an associate justice of the Supreme Court of the State. After twelve months' service, Mr. McEnery was made a lieutenant in the regular Confederate army, and was placed in command of a camp of instruction near Trenton, La. Continuing in service until the close of the war, when peace was restored he returned to the practice of law in Louisiana, forming a partnership with his brother, Hon. John McEnery, and subsequently with Colonel Richardson, of Monroe. As he was thoroughly acquainted with the fundamental principles of law and steady and energetic in his habits, his professional career was very successful, and his increasing business so completely engrossed his attention that he refused to enter political life, although frequently requested to do so, and offered by the Democrats of his district support for a seat in the Legislature, or on the bench, as judge

of the 14th judicial district of the State. Eventually, however, he entered the civil service, by being elected lieutenant-governor on the same ticket with Governor Wiltz, on the first Tuesday in December, 1879.

His prior nomination to that office, by the convention at Baton Rouge, was attended by a very rare and remarkable course of procedure. When nominations in that body for the office of lieutenant-governor were declared in order, several aspirants were proposed by their friends, who advocated their respective selections with much eloquence; Administrator Fitzpatrick, of New Orleans, simply naming Samuel D. McEnery, without comment. A few minutes later, Judge W. W. Farmer, a co-delegate of McEnery, withdrew the nomination, which was accepted by the convention as authoritative, when, as the nominations were about to be declared closed, Mr. Fitzpatrick renewed his nomination and carried it through the convention successfully.

Governor McEnery is in the prime of life; he enjoys excellent health and possesses a vigorous constitution; and though, in the usually accepted sense, he is not a fluent conversationalist, as he seldom passes a comment on any subject until he has well considered the force and effect of his remarks, his ideas are expressed with great clearness and precision, and indicate a more thorough acquaintance with science and belles-lettres than is possessed by the large majority of public men in this country. His administration of public affairs, since he has occupied the Executive Chair, has been marked by a conservative course of action, and evident determination to conscientiously discharge the duties of his position without fear or favor. These facts are becoming better appreciated every day and he is consequently advancing in popular estimation.

Since the commencement of this work, I have received the following highly complimentary and encouraging notes from distinguished persons, whose names are as familiar as household words to every Louisianian. I need only add that I shall feel myself indeed rewarded if I fully meet their expressed expectations in regard to its compilation.—PUBLISHER.

HOUSE OF REPRESENTATIVES,
WASHINGTON, D. C., January 13th, 1882.

Mr. A. Meynier, Jr.: Dear Sir—I have the pleasure to acknowledge the receipt of your favor of the 9th inst., and send you a Congressional Directory. I am glad to see you are writing a series of sketches of the men who served the people of New Orleans and of Louisiana. Such a work must needs be discriminating, and it will be of great value—especially to the youth of our State, who will be inspired to lives of virtue, industry and patriotic devotion to the examples of their forefathers.

Yours, faithfully,

R. L. GIBSON.

NEW ORLEANS, January 23, 1882.

Mr. A. Meynier, Jr.: Dear Sir—It affords me pleasure to acknowledge the receipt of your Prospectus announcing the proposed publication of a work entitled: "Biographical Sketches of the Prominent Men of Louisiana, including, under separate and appropriate headings, a brief History of Louisiana from the commencement of her colonial existence; a cursory survey of her Industrial Progress, showing the increase of her population and wealth; a condensed description of the fertility of her soil, her natural attractions and watering places, her manufacturing facilities, and the great commercial advantages of her chief city, New Orleans." Such a work, if well executed, as I have no doubt it will be, must evidently be very valuable, and entitled to general patronage in our State. Hoping that you will be eminently successful in your praiseworthy enterprise, I remain,

Very truly yours,

CHARLES GAYARRE.

RANDALL LEE GIBSON.

A DISTINGUISHED SOLDIER AND ABLE LEGISLATOR.

The Salient Points of an Eventful Career—The First Man Ever Elected Unanimously in the History of the United States—Nine Years to Serve as Representative and Senator.

Randall Lee Gibson was born September 10, 1832, at Spring Hill, in Woodford county, Kentucky. His father was Tobias Gibson, son of Randall Gibson, who was one of the early settlers of Mississippi, and chiefly instrumental in founding the first church and college in Mississippi; himself descended from John Gibson, who emigrated from England and settled in Middlesex county, Virginia. The Gibsons and their kinsfolk—the Harrisons, Humphreys, Barnes, Nailors, Booths, Harris, and others—have, from the settlement of the State, held positions of honor, trust and influence. Gen. Nat. Harris, who commanded Harris' famous Mississippi brigade, and Gen. Isaac Harrison, who commanded a brigade likewise distinguished, were both of the Gibson family, which contributed largely to fill up the regiments of Mississippi in the late war. Major Albert Gibson raised and equipped the Issequena battery, which, under Major Graves, of Kentucky, distinguished itself on many battle-fields.

Tobias Gibson the father of Gen. Gibson, was educated in Transylvania University, at Lexington, Ky.; he married a daughter of Colonel Nathaniel Hart, of Spring Hill, Woodford county. Spring Hill, since the early settlement of Kentucky, was a typical Southern country home, and the center of a wide connection throughout Kentucky. After his marriage, Tobias Gibson moved to Terrebonne parish, Louisiana, where he gradually built up a large estate, and occasionally served the people in the State Legislature. But his home was early established in Lexington, Ky., and, being a staunch Whig and connection by marriage, was an intimate friend of Mr. Clay, and a member of the old Whig coterie of Lexington, who were always the devoted personal friends of Mr. Clay.

His eldest son, Randall Lee Gibson, the subject of this sketch, was brought up partly in Lexington and partly on the plantation in Terrebonne parish; but the influences which surrounded him in his boyhood were those of the old Whig party. When a boy of thirteen, he was elected captain of the Ashland Guards, a boy company in Lexington, who carried ashenspears and escorted the Great Commoner from the town to Ashland on occasions. Randall Gibson was graduated at Yale College in the class of 1853, with Andrew White, Steadman, McVeigh, Johnston, Phelps, and many others who have become distinguished. To have been the valedictorian of such a class shows the force of his character and intellect at that time.

He spent three years in Europe, and on his return became a planter. But the war soon thereafter broke out and he was

found in the ranks of the Southern army. He was appointed captain of artillery, colonel of the 13th Louisiana Infantry, brigadier-general of Gibson's Louisiana brigade, than which no body of troops were more distinguished in the army of the Tennessee. During the last year of the war he was assigned to the command of a division. He was distinguished as a rigid disciplinarian, for his promptness, and the tenacity with which he held to a determination when once taken.

He commanded a brigade in General Breckenridge's division, who, in his official reports, spoke in the highest terms of his qualities as an officer. He says, when alluding to the desperate assault on Friday evening, at Murfreesboro, when half of his division was lost, "General Gibson handled his brigade throughout with marked skill and courage."

In alluding to his gallantry in action, at Atlanta, General Clayton, in his report, says: "Fearing the effect of this upon my own men, and seeing now that the attack had finally begun the importance of pressing it at once, I rode forward and ordered the whole command to move. General Gibson, seizing the colors of one of his regiments, dashed to the front and up to the very works of the enemy. This created the greatest enthusiasm throughout the command. This gallant brigade lost half its numbers."

Lieutenant-general Stephen D. Lee says of the battle of Nashville: "Riding up to a brigade near a battery and trying to seize a stand of colors and lead the brigade against the enemy, the color-bearer refused to give up his colors and was sustained by his regiment. I found it was the color-bearer of the 13th Louisiana, and it was Gibson's brigade. Gibson himself soon appeared by my side; in my admiration of such courage I exclaimed, 'Gibson, these are the best men I ever saw; you take them and check the enemy.' Gibson did lead them and did check the enemy."

General Richard Taylor, in speaking of General Gibson's operations near Mobile, at the close of the war, in fact the last battle, says: "Gibson's stubborn defense and skilful retreat make this one of the best achievements of the war." General Hood gives to General Gibson the credit of forming the rear guard of the rear guard on the occasion of the disaster that overtook his army at Nashville, and for first confronting the enemy and checking the rout. He says: "General Gibson evinced conspicuous gallantry and ability in the handling of his troops, and succeeded, in concert with Clayton, in checking and staying the first and the most dangerous shock which always follows immediately after a rout."

At the close of the war General Gibson found himself with ruined fortunes, and began the practice of law, in which he made a brilliant success.

It was owing chiefly to his influence that President Grant was induced not to recognize Packard, and that the people were enabled without federal interference, to install their own government,—the Nicholls' government in Louisiana.

General Gibson, during the Forty-fourth Congress, was a member of the Committee on Currency, and steadily resisted the repeal of the resumption act and any legislation that might tend to weaken the public credit or to continue an inflated currency. A sound and stable currency, on a metallic basis,

he has always advocated. He was the author of the bill which became a law, constituting the monetary commission or silver commission, which did so much to elucidate the whole subject of values. General Gibson, in the Forty-fourth Congress, offered the resolution establishing a standing committee on the Mississippi river. He also offered the first bill to the Forty-fourth Congress for the establishment of a scientific commission for the improvement of the Mississippi river; and finally, in the Forty-sixth Congress, again offered and secured the passage of such a bill, which became a law, and under which a commission was appointed by the President, with Gillmore, Eads, Comstock and other celebrated engineers. This commission has borne good fruits. They have submitted an able report that commands the confidence of the country and has received the sanction of the Mississippi river committee; and a bill has been reported, by said committee, through General Gibson, making an appropriation for the execution of the plan of the commission.

General Gibson is the author of the bill for creating a special commission with Mexico. He introduced and carried through, in the closing hours of the Forty-fifth Congress, the National Board of Health bill, under which the present National Board of Health was established. He introduced and carried through the bill reopening and re-establishing the Mint at New Orleans; the bill for a marine school ship at New Orleans; for the establishment of a marine hospital and navy-yard near Algiers, Louisiana; and other measures looking to the development of the trade and commerce of the Southwest.

General Gibson is in favor of a reform of the tariff, but has steadily resisted any mere partisan legislation on a subject of such importance, and has insisted that the reform of the tariff should be equal and uniform.

Endeared to the people of the whole State by his services in the field and in council, characterized always by equal zeal and ability and unselfish devotion, Gen. Gibson was elected, by the unanimous vote of the General Assembly of Louisiana, to the Senate of the United States for the term that commences March 3, 1883—a tribute without precedent in the history of Louisiana or of the country.

GEORGE W. CABLE.

The subject of this sketch, who has lately occupied quite a prominent position before the public as the author of a work entitled "The Grandissimes," that has evoked such a considerable amount of conflicting criticism, was born in the city of New Orleans, October 12, 1844. On his father's side, he is the descendant of a family who lived in Virginia, when that State was a British colony, and, on his mother's, he comes from the old stock of New England. His parents were married in 1834, in Indiana, where they lived until the removal of Mr. Cable Sen. to New Orleans, after the financial crisis of 1837; where, in commercial pursuits, he was successful for many

years; until a second disastrous failure and his subsequent death in 1859, left the family in such reduced circumstances that young Cable was taken from school, at fourteen years of age, to assist in procuring the means for their support. Employed as a clerk until 1863, the capture of New Orleans by the Federal forces, caused the removal of his sisters "beyond the lines" by the military authorities then in command of the city; and young Cable, who, though nineteen years old, was of such diminutive stature and youthful appearance that his age was not suspected, being permitted to accompany them, he joined the Confederate army, and was mustered into Col. Wilburn's Fourth Mississippi Cavalry, a component part of Gen. Wirt Adam's brigade. As a soldier he earned an excellent reputation for his discipline and courage; and to relieve the asperities of camp life, which had considerably sobered the previous gaiety of his disposition, he employed his leisure in Biblical and mathematical study and the preservation of his acquaintance with the Latin tongue.

After the close of the war, like most of his comrades, he returned penniless to his home, and once more in New Orleans, he became an errand boy for a mercantile house, subsequently obtaining employment at Kosciusko, Mississippi, where he remained several months. Again returning to New Orleans he studied civil engineering, and joined a surveying expedition for the re-establishment of the levees on the Atchafalaya river. This service brought on an attack of malarial fever, from which he was an invalid for the two following years. While he was recovering from his sickness he turned his attention to natural history, which prepared him for his lifelike descriptions of the bayous, swamps and prairies that constitute such a striking feature of his writings.

Mr. Cable's earliest productions in the literary world were contributions, over the nom de plume of "Drop Shot," to the columns of the New Orleans *Picayune*; which became eventually a daily feature of that paper, until some difference between Mr. Cable and the proprietors severed his connection.

Shortly after this, he accepted the position of accountant and corresponding clerk of the large cotton factorage of William C. Black & Co., of this city, where he remained until the death of Mr. Black, in 1879. Enjoying the full confidence of that gentleman, Mr. Cable acted as his secretary in the different offices of trust that Mr. Black had filled, especially the treasurership of the New Orleans Cotton Exchange, and as secretary of its Finance Committee.

The successful result of his sketches, which made their first appearance in "Scribner's Magazine," and are now known as "Old Creole Days," induced Mr. Cable to make authorship the basis of his future occupation. Prior to that time literary essays had constituted nothing more for him than intellectual recreation; hereafter he concluded to make their production the main business of his life. Whether he has determined wisely, his eventual success in that department of mental employment can alone satisfactorily determine. It is sufficient to remark here, that the first production of his pen since that resolve, "The Grandissimes," has unquestionably given its

young author a notoriety that many much older and more experienced writers have ardently desired, but sought for in vain.

When "The Grandissimes" made its first appearance it was savagely criticised and severely condemned by some commentators, as a monstrously distorted attempt at the portrayal of the peculiarities of a class of people who, it was alleged, had been grossly misrepresented in the work, and that Mr. Cable's sins of commission were aggravated by the consideration that he was born and had been raised among them, and that, therefore, they had been stabbed in the house of their friends. The super-sensitive nature of the higher classes of the Creole population revolted at what they deemed not only a gross injustice, but an insult; and it has required the ameliorating hand of time to soften the asperity of their views. With the great mass of the Creoles, Mr. Cable has always been popular, and many of those who disapproved his work at the outstart, have since discovered that whatever error or misrepresentation may have crept into its pages, should be attributed to any other cause than malevolence or intention to wound their feelings, as his well-known kindness of disposition and courteous deportment inhibit such a conclusion.

As a literary production there can be no question that "The Grandissimes" possesses much merit. Its author has a fine command of language, a delicate appreciation of dialectic effect and great imaginative or idealistic power, which are all of them highly essential qualifications for the writer of any novel, especially one of the very peculiar character of this work. It gives promise of a brilliant future for Mr. Cable in that department of literature, of which he bids fair to become eventually, *par excellence*, the uovelist of Louisiana.

Mr. Cable is at present engaged in writing a description of the Acadian population of the State, and for the purpose of due preparation, he has spent considerable time sojourning in the portions of the country that they occupy, that he might make himself by personal contact familiar with their habits, customs, observances and traditions, embracing every feature of their daily life, so that he may thereby be the better enabled to do his subject, and consequently his essay thereon, justice. Judging by his previous effort, and the superior opportunities for preparation that Mr. Cable has enjoyed for the forthcoming work, it may be safely taken for granted that he will earn fresh laurels, and, in his selected field, still further elevate himself in public estimation as an able writer.

Personally, Mr. Cable is small in stature and delicately built. Possessing fine phrenological and physiognomical development, his large and expressive eyes give a decidedly intellectual stamp to his countenance, which, in conversation, becomes animated and attractive. The prominence of the superior portion of his forehead is indicative of great power of imagination.

His present residence, 229 Eighth street, New Orleans, resembles an old grandissimes mansion, with the exception that the verandah does not surround the building.



The New Orleans Cotton Exchange when Completed.



PLATE KINDLY LOANED BY THE TIMES-DEMOCRAT.

CEREMONIES ATTENDING LAYING THE CORNER STONE
 —OF THE—
 NEW ORLEANS COTTON EXCHANGE,

JANUARY 23, 1882.

PRAYER BY THE REV. DR. B. M. PALMER.

SPEECHES BY GEN. CYRUS BUSSEY AND GOV. SAMUEL D. McENERY.

The laying of the corner stone of the splendid building now in course of construction at the corner of Gravier and Carondelet streets, for the New Orleans Cotton Exchange, was accompanied by appropriate and impressive ceremonies in the presence of a large number of Federal, State and City Officials and Foreign Consuls who had been specially invited for the occasion, as well as numerous spectators whose interest in the proceedings had induced their attendance; many ladies occupying seats in the adjacent balconies and galleries.

From one of the lofty masts erected on the site of the building floated the flag of the United States, and from the other the flag of Great Britain, while the French, German and other foreign flags were suspended from the rigging of the immense crane used in raising the blocks of stone, required for the edifice, into their destined places. The guys and ropes were also gaily festooned with streamers, pennants, signal-flags and bunting from the shipping of the port.

On and adjacent to the site of the building a platform had been constructed for the accommodation of the audience, and when the ceremonies commenced the seats were filled with spectators, including, besides the invited officials, the members of the Exchange and many others. A fine band of music was also in attendance and contributed to the gratifying effect of the important occasion.

Upon the platform facing the corner stone, at the intersection of Gravier and Carondelet streets, were seated the President of the Cotton Exchange—Mr. T. L. Airey, the Rev. Drs. B. M. Palmer and J. K. Gutheim, Gov. S. D. McEnery and Gen. Cyrus Bussey, orator of the day.

Mr. Airey, the President of the Exchange, opened the proceedings with the following remarks:

Fellow-Citizens:—I have the pleasure to announce that the ceremony of laying the corner stone of the New Orleans Cotton Exchange is now inaugurated, and the honor to present to you the Rev. Dr. Palmer, who will invoke the blessing of the Almighty on the occasion."

This eloquent preacher then delivered an impressive prayer setting forth the goodness and benevolence of God in filling the earth with abundant riches, and endowing man with the capacity to enjoy them. After a splendid exordium the divine said:

"In grateful recognition of all these bounties we, Thy servants, are assembled here in this city, before this building rising in its beauty and splendor as a symbol of commercial enterprise and activity. We are here with reverend hearts to ask Thy blessing upon our city; to ask that, after long days and nights of trial and darkness, we may be blessed with commercial prosperity. Remember, O Lord, the rich in their wealth, and the poor in their want. As the poor spread out their hands before Thee do Thou fill them with work so that they may earn their daily bread! Lay the prosperity of this city on principles of honor, truth and rectitude! Restrain what is evil in the hearts of men; strengthen, O Lord, that which is good. May these our merchants become princes in the world, and may the wealth which they accumulate be consecrated to Thy service and the strengthening of Thy kingdom upon the earth. May Thy blessing rest upon the State of which this city is the metropolis; upon those who administer the laws; and may the blessing of Almighty God rest upon all States of this broad Union. May they be brought together in the bonds of a common interest and the joy of a common prosperity. May the people of the whole land and the nations of the earth remember how happy is that people whose God is the Lord. And to Thy great and revered name we will ascribe the praise and the glory, world without end. Amen."

Mr. Airey then introduced Gen. Cyrus Bussey, who spoke extemporaneously as follows:

Mr. President and Gentlemen of the New Orleans Cotton Exchange, Invited Guests and Citizens of New Orleans:—I appreciate the very great difficulty of addressing you to-day in the face of a strong northeast wind,

but I trust my voice will hold out to enable me to call your attention to a few of the important points that cluster around the event which brings us together to-day.

On February 11th, 1871, a few of the live merchants of New Orleans assembled in an office but a few steps from here with the design of, if possible, bettering the methods of transacting business in our community. The result was the organization of the New Orleans Cotton Exchange. I need not tell you that it met with opposition, but, as in the case of every movement which has for its object the improving of the condition of the community, the opposition soon gave way, and all the merchants engaged in the trade became part and parcel of the new association. The success of the Exchange from year to year surpassed all expectation. Under its rules the abuses which were incident to the handling of a large business in spot cotton have been corrected, and under the system of supervision established by the Exchange the reputation of New Orleans, as a cotton market, stands superior to that of any other in the country. Two years ago the Exchange determined to inaugurate the Future business, and the success of that department has added to the city many new commercial houses from other cities, and increased the membership of the Exchange so largely that the new building, which we are now erecting, will not be any too large for the greatly increased business which will be attracted to it. The success of the Exchange is attracting capital here, and the time will come when New Orleans will dictate the market price of the staple to the whole world. Stocks of spot cotton will be held here to supply the wants of other markets, and from this Exchange the most reliable information will be obtained concerning the condition and extent of the crop.

During the brief period (eleven years) which has elapsed since the Exchange was organized, only six men have presided over its deliberations. Mr. Summers was the first President; he was followed by Mr. John Phelps, Mr. W. C. Black, Mr. Perry Nugent, Mr. Wm. Cunningham, and Mr. T. L. Airey. You are aware that three of these distinguished gentlemen have already passed into their graves. It is an illustration of the impressive fact that we are here only to labor and to toil for the benefit of others, and that the time is not far distant when all of us will have to give place to those young men who are now coming on the stage of action.

A brief history of the staple is appropriate, and may prove interesting to many of you:

Five hundred years before the Christian Era cotton was grown in India, and shortly thereafter in China. Two thousand years before England conceived the idea of manufacturing the staple, cotton was spun in India. Notwithstanding the utility of the staple and its importance for the welfare of the human race, no progress was made in adapting it to meet the wants of mankind for more than two thousand years.

In 1784, an American ship sailed from our shores and arrived at Liverpool with eight bags of cotton. It was regarded as so improbable for this cotton to have been produced in the American States, that the shipment was declared unlawful and was confiscated. In 1791 the total cotton crop of all the Southern states and territories of this country was less than four hundred bales—less than is now produced on a single small plantation.

It was reserved for American genius to bring about a revolution as regards this production by the invention of the cotton-gin, which gave an impetus to trade, and produced results more important than those following any other invention having to do with agriculture. To Whitney, a citizen of Massachusetts, is due the honor and credit of this invention, which has made the Southern states the great states they are to-day.

Millions of our people find employment in the cultivation of cotton. Railways, steamboats and steamships find employment in the transportation of the staple and distribution of the manufactured goods, while other millions of industrious people of this and other countries find employment in its manufacture. When we remember that the crop has grown from almost nothing in 1793, the date of Whitney's invention, to 6,606,000 bales in 1881, we can appreciate the great benefits it has conferred upon mankind.

During the past summer, while standing in the shadow of well pre-

served buildings in Rome, erected nearly two thousand years ago, and while gazing upon the frescoed walls in the palace of the Cæsars contemplating the wonderful history which has come down to us from the Eternal City, I was able to realize, as never before, that one hundred years is a short period in the life of a nation. It is scarcely necessary to call your attention to the trials and difficulties which our forefathers encountered in the early period of colonization. You know that they were pressed and harassed on every side by savages; that they were destitute of suitable implements, and were surrounded by the ancient forests. When we remember these circumstances we cannot consider it remarkable that their progress for a century should have been very slow. On the 9th of April two hundred years ago, La Salle discovered the mouth of the Mississippi. At that time this country was an unexplored wilderness. The history of the first settlement in the Territory of Louisiana is familiar to you all. Many distinguished names connected with the settlement of our own State of Louisiana occur to me, but I will not detain you to go into their history.

To conquer a wilderness and build for themselves habitations required years of toil upon the part of the early settlers in the Mississippi Valley. A century and a half passed after the discovery of LaSalle before very great progress was made. I desire to bring my remarks down to a much later period. Thirty-five years ago there was no California as an American state. There had been no discoveries of gold or silver in that territory. There was no Colorado, or Nevada, Kansas or Nebraska. They had not been organized by the Government. The whole country to the west of the Missouri was uninhabited, except by Indians. We see what a very few years have brought forth. The construction of the Central and Union Pacific Railroads, not only built up great states in the West, but made Chicago one of the most magnificent cities in the world. A city is known by its architecture, I am very sure that a stranger riding through the streets of New Orleans, and observing the buildings which disgrace them with their ugliness, would at once recognize the fact that the people who inhabit and own them did not come from Chicago. I am gratified, therefore, to announce that a portion, at least, of the spirit which animates and incites the great cities of this country has taken possession of the people of New Orleans, and that this magnificent building is the beginning of the enterprise and energy which, in the prosperous times now dawning upon us, will cause the tearing down of uncouth structures and the erection of handsomer edifices in their stead. We not only require a better class of buildings, but our streets should be improved and paved to meet the growing wants of commerce and the healthfulness of our city as a place of residence. These substantial improvements should be taken hold of by our people with the same spirit which has built up this Exchange. The progress made in the development of the country during the past quarter of a century is evidence of what we may expect in the future. Twenty-one years ago Kansas was admitted into the Union as a State; Nebraska soon followed, and the other states and territories of the West rapidly have taken their places in the Union. Their progress has been due mainly to the construction of the Central and Union Pacific Railroads.

On the 4th of July, 1872, Tom Scott and John W. Forney came to this city to agitate the building of a railway from New Orleans to the Pacific Ocean. They were entertained by the New Orleans Cotton Exchange. You are familiar with the history of that enterprise. Both Scott and Forney have gone to their graves; but a man greater than either has made that railroad an accomplished fact. At that time Louisiana was the only state in the Union without a railroad entirely across her territory. We had the road to Morgan City and a few miles from Delta to Monroe.

About nine years have elapsed since Col. Scott's visit, and to-day the Texas Pacific Railroad is completed from New Orleans to San Francisco. The Morgan Road is completed to Houston, connecting with the whole system of railways in Texas. The Southern Pacific, building from El Paso to New Orleans, via San Antonio, will be completed by July, 1882. The North-eastern is under contract and will be completed within a year from Meridian to New Orleans, giving a shorter line than any in existence from New York to New Orleans. The Morgan Road is being ex-

tended from Vermillionville to Alexandria, opening to rail communication one of the most beautiful sections of Louisiana. From Alexandria, Gould is building to connect with the Cairo and Fulton near Poplar Bluffs in Arkansas. The Denver Air Line Road from Denver to New Orleans is under contract and being rapidly pushed forward. A road is under contract from Natchez across the State of Louisiana, to connect with the Texas system at some point in Texas, which will be completed within a year; and the road from Vicksburg to Shreveport will also soon be completed. From Texas, railways are under contract and being constructed to various points in Mexico, which will develop a vast country, rich in agriculture and mineral resources, which will be tributary to New Orleans. These, my friends, are some of the grand enterprises which ten years have produced.

I am satisfied that the prosperity which has been given to Chicago, and which has overspread the Western states, is in reserve for New Orleans, and that the territory between this city and San Francisco will, in fifty years, be densely populated by a wealthy and industrious people. I know, fellow-citizens, that many of you have felt that New Orleans had about reached a limit in growth and prosperity, but if you will glance at what has been accomplished in the last ten years, since the Cotton Exchange has been organized, I think you will have cause to be hopeful for the future. We have, through the merchants, secured the construction of the jetties; but for the energy and constant agitation on the part of the merchants of New Orleans in demanding deep water at the mouth of the Mississippi, we would to-day be without a deep channel to the sea.

We now have one of the finest harbors in the world, with thirty feet of water through the jetties, which will enable the largest vessel to come to our wharf.

We have accomplished many other things, and, in fact, the enterprises of which New Orleans is the object, are so numerous, that I will not stop to enumerate them. I am sure that we are in the beginning of a very prosperous career for this, one of the greatest cities of the Union. Who can predict the possibilities of the future? There is an extent of territory between Lake Superior and Puget's Sound wider than the whole of Europe which is being developed by railway enterprises. Every foot of it will be tributary to New Orleans. Examine it, and you will see that there is a bond of commercial interest between that section of country and this. New Orleans stands at the lower end of the valley, which we may compare to a magnificent cornucopia into which will be poured the products of the whole country.

In 1800, the centre of population of the Union was eighteen miles west of Baltimore. In 1880, it was west of Cincinnati. This centre of population moves west at the rate of fifty or sixty miles every decade. The time is not far distant when, instead of looking to the East as the centre of population, we will be compelled to cast our eyes to the West. It will not stop where it is.

I need not refer to the wealth of this country—the only nation on the earth that is self-supporting, self-sustaining. In 1875, the mines of coal and iron were scarcely opened. The resources we have developed and utilized have astonished the people of the whole world. They are attracting to our shores skilled artisans who will multiply our manufacturing industries to such an extent that we will rival all other countries together in the magnitude and productiveness of those industries.

There are great countries south of us—South America and Mexico—inhabited by fifty millions of people, with whom we should have direct commercial communication.

But for the blindness and stupidity of the small-calibred men that many constituencies send to the Congress of the United States, the means of establishing commercial relations with those countries would long since have been found. We continue to pay those nations in gold for their commodities and leave them to buy their supplies from other foreign nations. So long as the persons who represent us in the United States Congress are satisfied to legislate for the duck-ponds of the country, and cease to regard the claims of the great ocean, we will not have that commerce which we should have.

Without roads there can be no inland commerce. Railways are built to develop trade with the country. Communication from our own shores direct in steamships built and owned by Americans is essential to build up trade with South America. England, France and Germany have shown wisdom in their foreign policy which it would be well for our own country to imitate. Direct steamship communication with the

(The Publisher regrets that the limited space of his weekly publication has compelled him to postpone Gov. McEnery's very fine oratorical effort on that occasion until the second number.)

countries south of us would open in time a market of surpassing richness for the manufactures of our country.

While in Paris last summer I was brought into personal contact with Col. Mann and Sir Edward Reid, the constructor of the British navy, who have in contemplation the building of a line of magnificent passenger steamers to run between Havre and this city. Their design is to bring over emigrants to settle up the country on the Pacific Railroad, and to take from this port the productions of the great valley.

Through the influence of these gentlemen the French Government has recently passed a law granting a subsidy to all such lines running from France to foreign ports. I have recently received letters from Col. Mann expressing great confidence in the early establishment of the line. The Southern Pacific Railroad, when completed, proposes to bring to New Orleans for shipment abroad the whole surplus-wheat crop of California.

With good crops in the Mississippi Valley States with an improved river, which is assured at an early day, the grain trade through our port will give employment to a great fleet of first class steamers.

I need not tell you, my friends, that I think this magnificent steamship line will be established, for it, like most other enterprises, has been brought about by agitation.

The time is coming when the production of cotton will be so large throughout the territory west of us, in addition to that east and north, that we can readily contract to supply the whole world with all the cotton and cotton goods they may require. I do not believe, however, that we can undertake to do this during the present season, owing to the great falling off in the present crop.

I look forward to a day, near at hand, when we may take a palace car in New Orleans for the city of Mexico, and in Mexico, a car to Rio Janeiro. In fact, we will soon be able to ride from New Orleans, in a railway car to San Francisco, or any other large city.

Capt. Eads will construct the Tehuantepec Railway or a canal will be opened. One of these works will be executed, and the business attracted thereby to this city will be greater than anything we can now conceive of, even with the privileges we enjoy. There is much labor, fellow-citizens, devolving upon the people of New Orleans in order to grasp the situation and prepare for the immense traffic of the future. Do you deny that we are making progress? In May last, I left this city on a business trip. Premium bonds were then 40c. on the dollar. To-day they are worth 85c., and will be worth \$1 in less than six months. What better proof can we have of the value of your property than is evidenced by the confidence of the people in your own securities? What our people lack is self-confidence, self-reliance. There has been nothing wanting to the commercial progress of this city except this absence of confidence on the part of people who have lived here.

I cannot describe to you the difficulty I experience in speaking in the face of this terrible wind, and as I know you must be weary, I will bring my remarks to a close by saying to the members of the Cotton Exchange that they occupy a proud position in New Orleans as the representatives of a line of distinguished merchants, who are celebrated for the integrity which has characterized their business transactions in all the years of the past. I defy any city in the Union to present a more honorable record than that which belongs to the merchants of New Orleans. You will be called upon in the future, as you have been in the past, to relieve distress, to aid in public sanitation, and to do every office which develops the best element of the human heart. I am sure that I can promise to the world that you will never close your hands when a true object of charity presents itself to the attention of the Cotton Exchange. We have one of the finest cities in the country, distinguished for the beauty of its women, the fragrance of its flowers, the balminess of its climate. New Orleans invites the people of the world to come here, and make their home here, where they may live as long, and enjoy as much as in any spots of the civilized world."

Taking from President Airey a silver trowel, and turning to Gov. McEnery, the speaker said:

Gov. McEnery:—On behalf of the New Orleans Cotton Exchange, I now have the pleasure of presenting to you this beautiful trowel, appropriately inscribed, as a mark of the confidence reposed in you and as an evidence of their appreciation of the high office that you fill. I desire to express the hope that this trowel may be retained by you after the corner stone shall be laid, and transmitted to your descendants as a memorial of this occasion."

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