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For the Argus.

"An old bachelor recently asked us, with a great deal of apparent solicitude, 'What has become of Viola?'—Argus of April 12th.
"Where is Viola?" that's the question, is it?
Some lonely old bachelor would like to know; Perhaps he'd better pay her a short visit—
Or does he fear she'd take him for a beau?
If that's the trouble, tell him not to falter,
The time has passed when that could be the case,
Viola's neck now wears the marriage halter,
And matrimony and serious is her face.
But if he can't afford to call and see her,
I'll try to tell him something of her home,
I think my story will be apt to free her
From all such questionings in time to come.
But first, though not to raise in song a rival,
A little question let me ask, I pray:
Is not this bachelor a late arrival,
Not yet initiated in our ways?

What! ask what has become of a young lady?
Peep in that cabin, small, yet full of cares,
You'll find her there so busy with the baby,
She has little time to tell you how she fares.
But hark! that noise—pray, what can be the mat-
ter?

Yes, even while I write, I hear a wail—
The baby and the cat, they raise a clatter—
Under the stove he's pulling at her tail.

There, hush my boy; I wish you had your papa—
Don't pull my dress so—do let mamma write;
Such conduct, dear, in you, is quite improper;
Here, see the chickens—what a pretty sight!
Well, now he's still, these lines I ought to finish:
I thought description of my home to give,
And tell its beauties, but till cares diminish
I have so much to do I scarce can live.

But if you wish to hear from me quite often,
I'll seek among the scribbles of my youth,
Select the gems, the roughest edges soften—
The best I now can do for you, in truth.
And if inclined to pity my condition,
I do assure you I am well supplied,
Nor would exchange with high-born wealth pos-
sion.

For fear that Love and Friends would be denied,
Iris Hill, May 7th. Viola.

Temperance at the Ballot-Box.

Editor of the Argus—DEAR SIR: The principle of a prohibitory liquor law is again to come before the people. A fair and open convention of its friends has been held, and they have resolved that this question shall not be laid aside. They have tried all honorable means—and they will try no other—to have one or both of the political parties adopt it as an issue in the election. But party leaders, party caucuses, and party conventions, have invariably not only refused to entertain the question, but have opposed it, denounced its friends as fanatics, and endeavored to prejudice the ignorant by calling it an "ism," "dangerous to the liberties of the Union"—"a union of Church and State"—"an oppression"—"a tyrannical wresting away of our personal liberties,"—and all such nonsense, that will have an effect amid the excitements of passion at an election.

We have resorted to petition;—we have humbly addressed the Legislature, asking them to abate this great social evil; we have portrayed the loss of health, of property, and of character, of which the liquor traffic is the cause and means; we have shown the oppressive taxes which liquor sellers impose upon the community by destroying productive labor, and by reducing so many citizens to poverty and crime, and their families to absolute want. Even wives and daughters have petitioned our Legislature to save them from the disgrace and ruin which this one traffic alone brings upon them. Parents have again and again besought our lawmakers to take away the temptations which this traffic holds out to their children. The last words of the dying have been a prayer that the people would remove this curse, and save those "who are ready to perish." The tears and agonies of suffering wives—whose condition suppressed their words—have been pleading every year before our courts, our Legislatures, and our self-governing and self-protecting people, to save their husbands from the drunkard's ruin and the drunkard's grave! And what has been the reply to all these petitions and all these tears? Cold neglect by some; others have insulted the petitioners by advocating the traffic and openly visiting the saloons; others have added injury to insult by trampling their petitions under foot, and denouncing them as hot-headed fanatics—yes, sir, denouncing mothers and children, who have been made poor by this traffic, as fanatics for asking relief—and asking it at the hands of the people's representatives! With what base rivalry were these petitions assailed last winter in the Legislature, and then thrown under the table!

And what hope is there of better treatment in time to come? Probably the petitioners will never again submit themselves to the jeers of legislators. The friends of temperance know their rights, and they know how to secure them. They know the duty of mutual protection which our social compact requires. They also know the sacrifices which even the rum-seller must make for the common weal. And they expect that he will make those sacrifices, rather than forfeit the privileges of citizenship. They expect that he will quietly yield at the command of the people.

The Oregon Argus.

—A Weekly Newspaper, devoted to the Principles of Jeffersonian Democracy, and advocating the side of Truth in every issue.—

Vol. II.

OREGON CITY, O.T., MAY 31, 1856.

No. 7.

Cringing sycophants—mere office-seekers,—may court and flatter him now, but when the demand is made upon him by the people—who are his protectors—he will not hesitate what course to take; he will obey the law. It is our purpose to call the attention of the whole people to this subject; we mean to arouse them to make this demand; we mean to exhibit the wrongs and sufferings which a small class of favored monopolists are inflicting upon a large class of their neighbors in every community. And when they see the facts and the remedy, we expect that they will demand in a voice and manner not to be mistaken, that liquor saloons be abated as a public nuisance.

But some, who are with us in principle, object that a Temperance party is not needed to secure the objects of Temperance men. We reply that no cause ever has succeeded without tried and pledged friends. Even the Gospel, with all its array of tremendous motives, must have zealous and able ministers. Much more ought an incidental enterprise—like the cause of Temperance—to have able advocates in our Legislatures, and especially since it is so bitterly opposed and so much maligned.

We reply again that the exclusiveness of the other parties compels the organization of a Temperance party, or else compels us to be utterly silent on this subject. If we will not be at rest,—and we cannot while we see our best citizens sacrificed to the Moloch of Intemperance—then we must speak out and we must vote for the men only who dare to speak and act on this question.

Moreover, we feel the insult, which majorities please to hurl at us, too keenly, to submit to their dictation, even in matters of opinion, and much less in matters of conscience. Yours truly, A.

Oregon Temperance Association.

SALEM, May 17, 1856.

Mr. Editor of the Argus—DEAR SIR: The Oregon Temperance Association met at this place last Tuesday morning. We have never seen the friends of temperance in Oregon so earnest and so united in seeking the same object in the same way, as they were at the anniversary just past. All seemed to feel that the time had come when the lovers of temperance and good order in Oregon should lay aside party feeling, and instead of pulling at opposite ends of the same rope, all pull the same way and at the same end. The forenoon was principally taken up in preparation—the appointment of committees, &c.—for expediting the business which should come before the meeting in the afternoon.

The afternoon was entirely used up in the animated discussions which followed the reading of the following resolutions, except a few minutes occupied in the appointment of the officers of the society for the ensuing year, viz:

1st. That the great extension of the prohibitory principle, and its embodiment in law, under various forms, by twelve States, instead of the license system, is cause of congratulation, and as the power is with the people, it is confidently believed that prohibition will become the law of the various States of the American Union.

This resolution was adopted unanimously.

2d. That the practice of licensing the sale of spirituous liquors, as a beverage, by law, is a wrong committed upon society, which has a direct tendency to corrupt and degrade its morals. Adopted.

3d. That in order to secure the extermination of intemperance in Oregon, prohibition, in addition to moral suasion, is imperatively demanded. Adopted.

4th. That temperance men cannot, consistently with their principles, bestow their suffrages upon men not pledged to prohibition. Adopted—15 to 3.

Now, sir, I do hope every reader of THE ARGUS will read these resolutions over a half dozen times. I believe the principles, and course of action embodied in them, are worthy of the six hours' thought which the thirty or forty men gave to them in their late meeting at Salem; and I further believe, that had all those who pray for the extermination of rum, been present, and heard the discussion, heard the reasons for and against the several changes which took place in these resolutions, until they were brought to their present form, there would hardly be a dissenting voice when we come to bring these principles to the polls.

In the evening we had a treat from J. Q. Thornton and Rev. Mr. Smith. The first gentleman delivered a logical lecture, defining the position of the Association, and defending it most conclusively, viz: Total abstinence from all spirituous liquors as a beverage, to be secured by moral and legal suasion. Mr. Smith's lecture was pertinent, showing the rightfulness and expediency of prohibitory laws. Taking the meeting all through, we had a good time of it. I think all present felt abundantly rewarded for their time and trouble of going to and from the place of meeting.

O. DICKINSON.

Now, Mr. Editor, I may say to you, privately that I have taken this form to pre-

sent an abstract of the doings of the temperance convention, instead of the usual way of just giving a part of the minutes, which to the popular eye is a very unreadable thing. As the secretary of the Society, I was directed to furnish an abstract of the minutes. The officers of the Society are J. Q. THORNTON, Pres't; D. BAGLEY, Vice Pres't; O. DICKINSON, Sec'y; Rev. G. H. ATKINSON, THOMAS TOPE, G. HINES, D. E. BLAIN, ALEX. CAMPBELL, Ex. Com.

The Bombardment of Fort Moultrie.

BY RICHARD EVERETT.

As there was no national flag at the time I was desired by the Council of Safety to have one made, upon which, as the State troops were clothed in blue, and the fort was garrisoned by the first and second regiments, who wore a silver crescent on the front of their caps, I had a large blue flag made, with a crescent in the dexter corner, to be in uniform with the troops. This was the first American flag displayed in the South.—Moultrie's Memorial.

In the Spring of 1776, the committee of safety in Charleston, S. C., ordered Col. Wm. Moultrie to erect a fort upon Governor's Island. This island is the key to Charleston harbor, and the safety of the city called that it be strongly fortified. Stones and mortar were scarce and the light sandy soil of the island was not easily held in embankments, therefore Col. Moultrie tried another and very efficient method of fortification. Two parallel walls of palmetto logs were laid down, sixteen feet apart, and strongly bound together by cross timbers. These walls were about six feet high, and the space between them was filled with sand. Thus was formed an impregnable fortress in an exceedingly short space of time; and when it was completed, the blue colors mentioned above were displayed from the flag staff.

At the embrasures of this fort were mounted thirty pieces of cannon, most of them long thirty-twos, but the garrison was composed chiefly of militia, unused to the management of heavy guns, and when Gen. Lee (who had been sent from the North to take command) saw the fortification and its armament, he styled it a "Slaughter pen," and requested Col. Moultrie to vacate it at once. But the gallant officer answered that he would do no such thing. He was then told that the enemy would knock his fort to pieces in half an hour. "Then," said he, "we will fight behind the ruins, and prevent the men from landing." On hearing this reply, Lee gave up all hope, and began to arrange matters for a general retreat, as he felt confident that the royal fleet would soon be in Charleston harbor.

The fleet, consisting of two frigates of fifty guns, five of twenty-eight, one of twenty-six, a bomb-vessel, was at length discovered hovering upon the coast. It was under the orders of Sir Peter Parker, a brave and experienced officer, who, believing that the American fortress was a mere piece of sham work, anticipated an easy victory. Contrary winds detained his vessels off coast for some time, but on the 28th of June, 1776, a fair breeze sprang up, the ships sailed proudly shoreward, and with springs on their cables, anchored within fair cannon shot of the fort.

To the people of Charleston this was an eventful day. The roofs and spires, the wharves, and shipping around the piers were crowded with anxious spectators, and from many a patriotic heart went up silent and sincere prayer to the God of Battles, that success might crown the cause of liberty.

Slowly the vessels swung round broadsides to the fort, and as they did so, every embrasure blazed forth a great volume of fire and iron ball. But the ships soon replied, and were enveloped in vast clouds of sulphurous smoke. The cannonade was dreadful; three hundred heavy guns mingled their mighty thunders together, until the shore trembled at the sound. Within the fort a strange spectacle was presented. There were hunters, militia regulars, and volunteers, all mingled together, many of them working cannon for the first time in their lives, but all full of courage and enthusiasm. Some had stripped off their coats, and with handkerchiefs bound round their heads, trained their long "thirty-twos" with the skill of old artillerymen.

At the beginning of the action Gen. Lee had taken a position which commanded a full view of the fort, and he gazed with the expectation of beholding the "slaughter pen," as he termed it, knocked into splinters in ten minutes' time. But he was mistaken, for when the fresh sea breeze rolled away the smoke, the black ramparts were seen unharmed, and the blue flag streamed gaily from its staff. The huge cannon balls sank harmlessly into the mass of soft sand, and the nature of the palmetto wood, (soft and spongy,) prevented splinters, those dreadful offspring of timber walls in general, when they are smitten by cannon balls.

At length, Lee, warmed into admiration by the gallant conduct of the Carolinians, crossed over to the island to cheer and en-

courage them. There, amidst the din and fury of battle, he found Col. Moultrie coolly walking about, smoking his pipe and superintending the defence with watchful eyes, now directing a cannon, and now assisting to convey some wounded man to a place of safety. But the ships suffered. First the bomb-ship was riddled, and forced to cease her fire. Then the "Commodore," a fifty gun ship, was raked fore and aft; and the "Experiment" reduced to a hull only, slackened her fire and sent her men below, while three of the smaller frigates, lost their spars and running rigging. At one time the fire of the fort slackened, and a faint cheer rang across the waves from the English fleet. But their joy was only for an instant. The American guns only ceased to play for want of powder, and a supply being obtained, the battle opened with greater fury than ever. Once the broadsides of four vessels all struck the fort at one instant, and the ramparts seemed on the point of yielding. But the wet wood settled down again, and in a moment was as firm as ever.

All day long the bombardment continued, and until the sun had sunk all red and fiery into the distant ocean depths. It was about 9 o'clock in the evening when Sir Peter Parker, despairing of passing the fort, and finding his fleet almost in a sinking condition, gave orders to cut cables and start off the coast. Then from the fort, from the harbor, from the crowds upon the house-tops and the piers, went up deafening shouts of victory, and every patriot thanked God that he had shed such a halo of glory upon the American arms, and bid the foe turn in fear from the shores of South Carolina.

This battle was no less glorious to the Americans than calamitous to the English. They lost in killed and wounded over 200 men, and many officers. Among the wounded was Sir Peter himself, who lost an arm. One ship, the "Acteon," was left a wreck upon the water; and others were so damaged that they could scarcely be kept afloat long enough to be repaired. The Americans lost in killed and wounded 36 officers and men. For twelve hours and better they sustained with 30 cannon and a scanty supply of ammunition, the combined fire of nine vessels armed with 260 cannon! The annals of war cannot find a parallel case; and the defence of Ft. Moultrie is acknowledged to be one of the greatest and most remarkable military achievements of modern times. Our gallant men covered themselves with glory.—Throughout the whole country a wild excitement was created, and the inhabitants of South Carolina, and especially of Charleston, set no bounds to their rejoicing. Col. Moultrie and his men received the congratulations and praises of the whole city.

And here let us consider an instance or two of individual heroism which occurred during the memorable battle. Sergeant McDonald, while serving his gun, was mortally wounded by a cannon ball. He was instantly taken up by his comrades, and carried, all mutilated and bleeding, to the unexposed part of the works. As the brave but dying man, felt himself in the arms of his friends, he opened his eyes, over which the films of death were stealing, and faintly said: "I die, but don't let the cause of liberty die with me!"—and the next moment Sergeant McDonald was a corpse! But the cause of liberty did not die.

While the fire was hottest, and while the walls were shaking from the storm of iron which poured upon them, the blue flag of the Carolinians, which Moultrie had planted upon the outworks, was shot away, and fell fluttering to the beach below. A cheer arose from the fleet, and the hearts of the gazers upon the shore quaked with fear and grief, as they supposed the fort had surrendered. But the gallant Jasper leaped from the walls, seized the flag, climbed up again, amidst a hail of shot and with a rope lashed the flag to a sponge staff, and planted it firmly in the bastion; as the wind spread its folds once more into the air the patriots made the shores resound with their rejoicings. And when the fray was over, Gov. Rutledge presented the brave man with a sword, and at the same time Mrs. Elliot gave to Moultrie's regiment a beautiful stand of colors, which Jasper lost his life in defending at the storming of Savannah.—Cincinnati Times.

The report of the Director of the United States Mint shows the amount of precious metals received during the past year at the Mint and branches to be \$50,151,902. The total coinage amounts to \$56,812,738, comprised in 16,907,807 pieces. The whole coinage of the United States since 1793 is \$498,808,566, of which amount there has been received from California, since 1848, \$313,234,502.

The report of the Auditor of State represented the taxable property in Ohio in 1850 at \$439,000,000. The same authority gives it for the year 1855 as \$860,877,354. Doubled in five years.

The Three Great Routes to the Pacific.

There may be at some period (we pretend not to say when) three great Railroad Routes to the Pacific. Many persons cannot imagine how one is to be built, and therefore will be inclined to ridicule the idea of three. But we say, there may be three, and that, too, at no remote period.—The reasons are very obvious, when we consider that the people of this country have always accomplished whatever was necessary to be accomplished. Now, both commerce and geographical relations require three outlets on the Pacific from the Mississippi Valley. These three outlets are, Puget's Sound, San Francisco and San Diego. Now, if we are to make but one route, the case is a clear one—the Texas route must be preferred. It can be made for half the money, and in half the time, and run with half the cost. These facts are decisive with regard to one route. But we will here consider this subject in that broad light which looks to all the great interests and all the great parts of the Republic, with a view to show how this can be done, and what are the true relations of the great routes.

1. The possibility of constructing three Railroads to the Pacific.—To do this will require 6,000 miles of Railroad. This is just equal to what the people of the United States have done in two years. It is self-evident, then, that both labor and money are sufficiently abundant to accomplish this. But in order to make it easy, let us suppose the work is accomplished in six years—then there will be but 1,000 miles for each year, and 333 miles on each route. The work, therefore, is entirely possible. The cost at \$40,000 per mile will be two hundred and forty millions; one half of which the government may grant in lands, and the other half will be raised by companies.—This is entirely a feasible plan, and may be accomplished in a short period. We do not say that it is desirable that all these routes should be adopted and commenced at once, but we are now showing what is possible, and what may at some time come to pass. Let us now look at the geographical relations which require this:

2. The three Ports.—From all the information we have yet received, it would seem there are but three really good ports on the Pacific, within the American boundaries. The northern one is somewhere on Puget's Sound, the second at San Francisco, and the third at San Diego. The latitude and distances of these places are as follows:

Seattle (on Puget Sound).....47 deg.
San Francisco.....37 deg. 30 min.
San Diego.....32 deg. 40 min.
From the Straits of Fuca to San Francisco, 800 mls.
From San Francisco to San Diego.....500 "

Thus we see that these places are far enough from each other to demand a separate trade. Supposing one route to leave Milwaukee, Wis.; the second St. Louis, and the third Fulton, Ark.—these routes will have a belt of 500 miles broad between each two. As the whole length is 2,000 miles, there is room on the routes of these three railroads for twenty States of double the ordinary size; then allowing that only half the lands are arable, there will be good land enough to make these States equal to the old ones. And why should there not be twenty States instead of four or five? There is no reason, except that without railroads these States cannot be made productive. To increase national wealth therefore, and secure increased means of subsistence to the increasing millions of this country, no plan of improvement could be equal to this very one of constructing railroads from the Mississippi Valley to the great ports of the Pacific.

3. Comparative Merits of Routes.—On this head we shall take only such data as are furnished by the U. S. Surveys, and such as has been added to them by recent information. The following are the data:

Route.	Distance by proposed high road.	Summit.	Tunnel.	Climate.
Route near the 45th parallel.	2,925 miles.	6,044 feet.	at eleva- tion of low zero.	30° be- low zero.
Route near the 41st deg. from Council Bluffs to Benicia.	2,932 miles.	8,739 feet.	5219 ft.	20° be- low zero.
Route near the 33d parallel, from Fulton to San Diego.	1,821 miles.	5,717 feet.	None.	10° a- bove zero.

This table is conclusive upon certain highly important facts.

1. Taken as a proposition to go from the navigable waters of the Mississippi river to the Pacific Ocean, the route through Texas is 404 miles nearer than the Northern route, and 411 miles nearer than the Middle route. But if it were a proposition to go to the navigable waters of the Pacific, then it is but 1,360 miles from Fulton to Ft. Yuma, at the mouth of the Gila, whence steamboats run at all seasons.

2. Supposing that each route cost the same per mile, then the Texas route, being 400 miles nearer, will cost just sixteen millions of dollars less than either of the others.

3. The winter climate of the 32d parallel is 19 degrees milder than that of the

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Job Printing.

The PROPRIETOR OF THE ARGUS is happy to inform the public that he has just received a large stock of JOB TYPE and other new printing material, and will be in the speedy receipt of additions suited to all the requirements of this locality. HANDBILLS, POSTERS, BLANKS, CARDS, CIRCULARS, PAMPHLET-WORK and other kinds, done to order, on short notice.

Northern route, and 30 degrees milder than that of the middle route. If but one route is to be made to the Pacific, then the question is entirely settled in favor of the Texas route, but we undertook to show that three railroads to the Pacific are entirely possible and practicable. If they were made, the following will be a near approximation to the cost:

Route of the 48th parallel, 2,025 miles, at \$40,000 per mile.....\$81,000,000
Route of the 41st parallel, 2,032 miles, at \$40,000 per mile.....81,280,000
Route of the 33d parallel, 1,821 miles, at \$40,000 per mile.....64,840,000

The Government Engineers make the cost of the Northern routes much greater, and we have no doubt that, owing to the far less favorable climate for construction, the cost per mile will be greater; still we believe it fair to assume \$40,000 per mile as sufficient.

The aggregate cost of these roads will then be equal to \$227,120,000. Half of this is \$113,560,000, which we suppose the Government will be willing to furnish. At \$1 per acre, this equal to 113,560,000 acres, or 177,400 sections, or about 30 sections per mile. This is about one-eighth of the lands owned by the United States in the unsettled regions, and if, by this grant, the Railroads to the Pacific were actually made, there can be no possible doubt that the Government lands would advance in value far beyond the outlay.

The interest on the bonds, and the time necessary to secure business in an unsettled country, may require a larger amount of lands, but if even one-fourth the Government lands were required, there is no doubt that, as a simple government measure, for revenue, the Treasury would be the gainer.

If such a grant were made, the question would still remain open, whether any company would avail themselves of such a proposition, and if they did, whether one or all the routes would be taken, and all the roads constructed. This would be very doubtful, but this plan would throw them open to a fair competition, and the respective routes would have to be decided on by the best judges in the world—those who are to invest capital in them.

In this brief review, we have only aimed to set out the three routes distinctly, and to show, if they are made, in what manner they can be accomplished, unless the Government steps in, and undertakes the magnificent enterprise as a Government work.—Cincinnati Rail-Road Record.

It is estimated by the Hon. Mr. McDougal, of California, that in 1853 there arrived at San Francisco \$100,000,000 worth of merchandise at an aggregate cost for freights and insurance of \$28,000,000. That the passenger travel amounted to \$36,300,000, and government transportation \$3,730,000, making an aggregate over \$70,000,000 for expenses of traveling, merchandise and stores from the Atlantic to the Pacific States. This would have been done on a Pacific Railroad at less than one-third the cost.

The Steam Frigate Niagara.

This vessel, built under the superintendence of GEORGE STRENS, has gone into dock for the purpose of being coppered, preparatory to receiving her machinery.—Upon the character of this the New York Times remarks:—

"Engines for propellers rarely if ever have less than two cylinders; the Niagara has three, seventy-two inches in diameter, and three feet stroke, which will lie side by side athwart the ship. The cylinders weigh 19,400 pounds each, and the condensors 22,000. The crank, crank-shaft and crank pins are all forged in one piece, and weigh 26,000 pounds. The crank-shaft is thirty feet long. The propeller shaft is forged in four pieces, 17 inches in diameter, and of a total length of 95 feet, weighing 70,000 pounds. The propeller 18 feet by four inches in diameter. The pitch of the blades is 29 feet 6 inches. The surface of both contains 43 square feet. At the hub, the blades are 8½ inches thick, tapering to 1 inch. The weight of the propeller is 22,000 pounds.

There are four boilers, each is 21 feet long, 11 feet 6 inches deep, and 15 feet high, exclusive of steam chimneys. They are constructed on Martin's patent. Each has 6 furnaces, and 2040 vertical composition tubes 2 inches in diameter. There are 17,500 feet of fire surface in them. They weigh about 46 tons each. They will stand in the ship lengthwise, two on each side, facing each other—to be cooled from the centre. There will be a smoke pipe to two boilers.

"The weight of the engine and boilers is about 335 tons; the power, that of 1,200 horses. The whole will be below the water line, except a small part of the steam pipes."

TRADE OF NEW ORLEANS.—The exports of produce from the port of New Orleans, coastwise and to foreign ports, are very large as will be seen by the following statement of the last quarter of the year 1853, 1854 and 1855:

	1853	1854	1855
\$14,856,033			
19,105,255			
27,378,768			

This exhibit does not harmonize with several recent statements by some of our contemporaries in relation to the rapid decline in the business of New Orleans.