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HAPPENINGS 69 YEARS AGO.

(By Count de G. —)

"A Prophecy."
 Europe is full of agitation. Institutions that have stood the shock of centuries are tumbling into ruin. The events of a day are of the most momentous importance, involving the downfall of ancient dynasties, the subdivision of the different orders of society, and the introduction of new institutions and new races of rulers. The drama which so gloriously opened in the French capital has been reenacted in Hungary, in the metropolis of Austria, the capital of Prussia, and most of the German principalities, and attempted in the Italian and Polish states. The Irish believe the day of their political redemption begins to dawn, and are excited, like the pulse that madly beats under the influence of burning fever. Clamor for reform and the establishment of equal privileges is heard from every quarter of Prussia, and in Germany and Switzerland the spirit of liberty which has emancipated France burns in the hearts of the people.

What has become of the habit of patient endurance which has characterized the lower classes throughout Europe for centuries? The silent acknowledgment of the right of the titled to oppress the ignoble, imposing onerous duties, wresting from them the products of their toil, destroying their ripening crops, and appropriating the first fruits of their harvest? It no longer anywhere exists. It has given place to a growing antagonism between the lower and upper orders of society—the weakening of aristocracy and the rapid increase of democratic power. The nineteenth century has, thus far, been marked by changes, following in rapid succession, which violence has effected in the aspect of society, and the elements of change are still most actively at work. Power is gradually or suddenly transferred from the few to the many, and the privileges sanctioned by immemorial usage are destroyed as the frail works of man by the breath of the hurricane.

What is the destiny of Europe? Is another wave of barbarism to sweep over the continent, destroying the monuments of art, and resolving society into its original elements, leaving time to restore stability and bring order out of confusion? Or is a higher type of civilization to arise upon the ruins of the old feudal establishments, which have kept the bonds of vassalage upon the necks of the people? Is reform to be sanctified by martyrs' blood, and equality to be secured amidst the tempest of strife?

TO THE PUBLIC.

The New Orleans Bee, No 520 Conti St., is prepared to publish in the English language in its daily paper all legal and judicial advertisements and notices at the rate of three and a half (3 1/2) cents per agate line, net, payable cash in advance, instead of seven (7) cents per agate line as heretofore.

Or, yielding to the demands of the multitude, will the possessors of power permit the altar of freedom to be peacefully erected upon the ruins of the throne? The desire for change cannot be arrested; the spirit of progress cannot be opposed. Printing will keep its ground; trade and commerce will continue to build up a new estate more powerful than ancestral titles; knowledge will continue to spread, elevating and enlightening men; human rights will be better understood, and hearts moved and hands strengthened to maintain them; until, like the accumulated waters against some mountain barrier, overthrowing all resistance they will sweep away every vestige of absolutism.

(To Be Continued.)

THE RECORD OF THE FRENCH LINE DURING THE WAR.

(Annual Report.)
 With a record of having built and placed in commission, among others, a modern passenger steamship of 14,800 tons displacement since the beginning of the European war and of having maintained an uninterrupted passenger and freight service between France and the Western Hemisphere, the Compagnie Générale Transatlantique, better known on this side of the Atlantic as the French Line, comes out with an annual report that shows that France's merchant marine has grown instead of diminished since transatlantic conditions were first disturbed on August 1, 1914.

At the commencement of the conflict in Europe, the French Line at once placed every available steamship of its large fleet at the disposal of the government. For the benefit of the national defense its private shipyards, dry docks and workshops were immediately thrown open to the French naval constructors and the ministry of marine.

Notwithstanding the almost total absence of tourist travel across the Atlantic, the reduction to an insignificant minimum of westward emigration traffic and the losses incurred through the Teutonic piracy, the French Line report shows a very substantial profit due to its large freight traffic.

Because the French government requisitioned a large number of the company's steamships for the use of the ministry of war, the available tonnage of the French Line for its service between Bordeaux and New York and between Bordeaux and the West Indies, Mexico and Central America was considerably reduced in volume, but, notwithstanding this, regular sailings were maintained between Bordeaux and New York, Hayti, Mexico and Colon and also between the various Mediterranean ports. In the latter case, owing to the scarcity of steamers for the Mediterranean service, the departures were necessarily less frequent than before the war.

During 1915, the French Line offset the losses incurred through requisitions and the acts of enemy submarines by placing in commission, besides the palatial Lafayette, the Vaucluse, La Nièvre, Ardèche, Mont Blanc, La Dives, Saint André, Saint Joseph, Saint Jean, Saint Louis, and the Saint Marc. Thus, in December, 1915, the French Line had eighty-five steamships, a total net tonnage of 304,000 tons and 389,800 horse power, an increase over 1914 of one steamship, 6,414 net tonnage and 4,500 horse power.

The heavy demand in France for material and labor for the purpose of naval construction has naturally retarded the construction of the gigantic new French Line steamship Paris, which was to have been completed and placed in commission last year, when the war interfered.

Work on the new Paris, however

has been continued steadily, it slowly, and it is expected that this new floating palace will be ready for service soon after peace is declared. She will then, it is expected, inaugurate a new era of marine construction and comfort in ocean travel.

The war has opened the eyes of the French nation to the necessity of a large merchant marine, just as it has similarly opened the eyes of the Americans. At the present time, France stands second in its merchant marine but the war has shown that an effective merchant fleet is of the greatest importance to the economic life of a country and a plea is made in the report for immediate action by the French government.

According to the report just issued, the Compagnie Générale Transatlantique has been unable to handle all the immense freight shipments that have been offered to it for transportation on this side of the Atlantic, even with the large number of chartered steamers, many of which fly the British flag, that have, from time to time, been added temporarily to the French Line fleet.

The report further calls attention to the fact that a close commercial competition will spring up at the end of the war between the neutral nations and the nations of the Entente. The former have made immense profits with their merchant marine fleet and have placed aside necessary reserves for the development and increase of their merchant services.

The taking over of her several important units by the French government left the French Line four passenger steamships with which to maintain the postal service between Bordeaux and New York. These were the Roglambeau, Chicago, La Touraine and the Espagne. To these was later added the splendid Lafayette. On the Mexican service the company retained the Navarre and several smaller vessels. On the Colon service the Porto Rico, Hayti, Venezuela and Perou remained in commission while the Quebec and Montréal were sent back to the Hayti service.

Observation is made in the report that freight shipments were considerably hampered through the congestion of freight and loading facilities in the port of New York and also through the inadequate equipment and shortage of labor in the French ports. The congestion in New York is attributed to the unusual number of vessels from the ports in Europe, from South American and Pacific coast points, which made the question of berthing all incoming vessels in New York a matter of much delay and difficulty. Even after coming to a pier in New York, the report states, vessels have sometimes remained idle a week before sufficient equipment could be secured to load them.

The high cost of coal is dealt with in detail in the report which states that nearly 25,000,000 francs were dispersed for fuel during the year, representing a material increase over the fuel of the year previous.

The director-general of the French Line, in Paris, with characteristic French courtesy and appreciation, pays high tribute to the loyalty and efficiency of the officers and men of the French Line fleet from whom, the report states, not a murmur of complaint has come since the beginning of the war, notwithstanding the additional duties imposed upon them and their greatly reduced leisure.

To those who lost their lives, either at their posts on French Line units or in the field of battle, the report pays glowing tribute also. Among the former, perhaps the best known to transatlantic travelers was Commander Vasco, of La Provence and Dr. Lene, the vessel's surgeon, who were killed with La Provence, then serving as a troop ship for the French government, was sunk by a German torpedo in the Mediterranean. Commander Tourrette, of La Savoie, now an auxiliary cruiser of the French navy, the report notes, has been elevated to an officership in the Legion of Honor. Commander Maurras is still in command of La Lorraine, also an auxiliary cruiser and last, but not least, the report notes, that the senior commander of the French Line fleet and who is probably the most popular of transatlantic commanders, Commandant Poucalet, is still in command of the steamship France, now in service of the French navy.

The report included a long and interesting list of those of the French Line's employees, either in the various offices of the company or on its vessels, who have been decorated since the beginning of the war for distin-

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guished conduct while serving with the army or the navy until wounded, and also a list of employees who, following a rule of long standing with the Compagnie G n rale Transatlantique, have received medals for long or exceptional services to the French Line.

COMMERCIAL.
 Spot Cotton.

New Orleans	.....	45.43
Galveston	.....	45.35
Little Rock	.....	45.00
Mobile	.....	45.12
Montgomery	.....	45.07
Memphis	.....	45.37

FINANCIAL.
 Bonds.

Street Railroads	81 1/2	81 1/2
American Cities 5-6s	97 1/2	97 1/2
Birmingham Ry. gen. ref. 4 1/2s	90 1/2	90 1/2
Meridian 5s	91 1/2	91 1/2
N. O. City Ry. and L. Co. 4 1/2s	103 1/2	101 1/2
State and City	84 1/2	84 1/2
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