New Orleans Republican.

M. A. SOUTHWORTH, Editor and Proprietor.

OFFICIAL JOURNAL OF THE UNITED STATES.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS

NEW ORLEANS, JANUARY 25, 1868

STATE TICKET.

FOR GOVERNOR.

H. C. WARMOTH.

FOR LIEUTENANT GOVERNOR.

OSCAR J. DUNN.

FOR SECRETARY OF STATE.

GEORGE BOVEE.

FOR ATTORNEY GENERAL.

SIMEON BELDEN.

FOR AUDITOR.

GEORGE M. WICKLIFFE.

FOR TREASURER.

ANTOINE DUBUCLET.

SUPERINTENDENT OF EDUCATION.

T. W. CONWAY.

NEW ORLEANS REPUBLICAN.

Subscription price of this paper is [illegible] year, and the same rates for one-half or [illegible] quarter of a year, payable in advance. The paper can be obtained from the carriers at the usual rates by leaving name and address at this office, or by applying to the carriers, and payment can be made at this office or to the carrier.

THE WEEKLY REPUBLICAN.

Our Weekly, filled with editorial and political articles, telegraphic news, miscellaneous news, poetry, proceedings of the convention, etc., is now ready for delivery. Our Weekly has now reached a wide circulation throughout Louisiana and all the adjoining states. It is on this account a desirable medium for advertising. Our merchants who wish to make their names familiar with the country dealers can not do so more readily or economically than by advertising in the Weekly REPUBLICAN. Price $5 per annum. Single copies ten cents.

The *Picayune* has seen, of course, new city notes that are blotted. Incontrovertible proof that the Siamese twins are pachyderm.

PAYING THE POLICE.—It is supposed that money will be paid out to policemen Monday or Tuesday.

Twenty-one thousand dollars in small issues was yesterday signed in the controller's office. The previous day $31,000 was signed instead of $20,000, as we stated.

The Louisiana National bank intends to petition the common council for a return of the license tax paid by said bank for the years 1866 and 1867. The present city license ordinance does not tax national banks.

There are two contestants for the honor of being the official journal of the state. One of them, however, derives its authority from a legislative assembly that has passed away forever. The "good old times" are at a safe distance in the past.

SALE OF MARKET REVENUES.—To-day at meridian the city controller will sell at public auction contracts for farming the revenues of the Ninth street market, second district beef market, and a contract for laying a banquette around the Keller market. There are several aspirants who intend to be the highest bidders for the contracts.

MR. BAKER'S INVESTIGATION POSTPONED.—The committee of investigation in the case of Street Commissioner Baker was to have resumed the subject last evening, but on account of the illness of Colonel Field, of counsel for the defense, a postponement was agreed to until Wednesday evening next. Mr. Straight, one of the committee, was also reported seriously ill.

A County Record.

A judicial friend yesterday related to us a case that came under his notice in times past. The effects of a deceased Spaniard of this city were in his hands, and among the things was a manuscript that proved to be records pertaining only to purchases of one article, Havana lottery tickets, purchases that had been made by deceased through a series of years. Curiosity led to a summing up of the number of good dollars spent in tempting fortune to make a golden resistance. One hundred thousand dollars was the astonishing total. There must a fair independence in a tangible form for blank blanks.

The Burns Festival.

The one hundred and ninth anniversary of the birth of Robert Burns, the great bard of Caledonia, was celebrated in a splendid manner last night by the members of the St. Andrew society of New Orleans, at the Richelieu restaurant, on Camp street. The programme, beginning with a splendid supper and ending with "Auld Lang Syne," included sentiments and some of the choicest songs of the "Land o' Cakes," celebrated for the most exquisite lyrics in any language. Among the former were the usual tributes to the "President of the United States," the "Queen of the United Kingdom," "Auld Scotland and the Night we Celebrate," the "Land of Our Adoption," "The Press," "The Poets of Scotland," and "The Lasses." The time to the lovely of song well filled up with singing, and in a most excellent and feeling manner, too, some forty or fifty songs and ballads of Scotland. Scottish music, sentiment, and rhyme have so exquisite charm, even for our foreign to the bright, the brave, and the teacher, while the descendants of the ancient poets listen to their will a feeling closely allied to adoration. We have no very distinct idea of the flow of eight years so pretty compact separated, and hence that it was something to endure sober. Among the war and home spread the land." We are indebted to Mr. Peter Rose, president, and Ed. D. Shanley, secretary, for prompt attention.

HIGHER PAINS.

Pain is the condition of progress. We rise from a lower to a higher state of being only through suffering. It is so with individuals and nations, and there is no escape. This fact has been very happily expressed by the author of "Felix Holt, the Radical," when, in speaking of the new conditions which befell an "old-fashioned, wool-packing" English village, "complicating its relations with the rest of the world," she says that they "awakened in it that higher consciousness which is known to bring higher pains."

Such is precisely the condition of the colored population of the South. We confess that emancipation, bringing that population, suddenly, too, into new and strange relations with the rest of the community and the nation, has brought also new pains. We would not disguise the fact. But that fact is the result of a general law. In some respects the blacks have come to experience new difficulties and anxieties. Grave responsibilities have arisen. Instead of dependence upon another's will has come the necessity for self-reliance. Those who once had their thinking and planning done for them must now know the pains of thinking and planning for themselves. And this no easy task. But the pains involved are higher pains, indicative of birth into a higher life. When the mother eagle takes her young brood out of the nest where her warm wings had sheltered them, and her care had provided for them, and bearing them one by one aloft shakes them off and compels them to try their own pinions, the first sensation, we may suppose, will be that of fear. But through this dread of falling comes the consciousness of being able to go alone, and the little birds just now screaming with terror for the first time learn to soar. Would we have the colored race rise to a higher condition, they must be thrown upon their own resources, made to depend upon themselves, and thus know new and often sharper pains than ever before. Neither they nor we need be alarmed at this. The plant, the tree, is the result of a rupture of the seed. The germ bursts through its envelopments into a higher vegetable life. So with animal existence. The child is born into a new world, into new conditions, through pain. These are the pangs of birth, and the child's first utterance is a wail. But the only chance for growth, progress, manhood, immortality is through those pains. They are higher pains. So every successive advance in the scale of intellectual and moral life is through the new pains of inward and outward struggles. We must toil if we would rise. We must grapple with difficulties if we would grow strong. All the truly great and good of past ages have become such through successive stages of conflict. And this is equally true of peoples and nations. This fact needs to be pondered well by those who are but too ready to see in the suffering, struggling condition of the colored race an argument against freedom. Such croakers sought never to have been born. Better had they saved their mothers the pains of parturition and themselves the infant's wail, for these pains seem to have been lost upon them. The fact is the colored race are passing through the pangs of a new birth, a birth into a higher manhood. Let them alone. Don't predict their speedy death, their relapse into barbarism. They are not being born downward, but upward. Give them time and a helping hand and they will surely rise. Don't laugh at their rude mistakes. You who doomed them to ignorance ought to be the last to do this. Pardon their awkwardness, if you see it, in the new business of legislation. Some so-called wiser people have blundered sadly in that way. Allusions may be unpleasant, and we forbear.

We think that these people, all things considered, are doing remarkably well. They improve with experience. Schools are effecting wonderful changes. In due time the full results will appear. A nation was born in a *day*, so far as deliverance from slavery goes, but it takes more than a day to bring a whole nation of slaves up to the full stature of manhood.

The emancipated class should ponder these facts; sometimes they are disheartened at the actual fruits of freedom. They were looking to leap at once into a condition of ease and plenty; they are finding their mistake. Instead of what they looked for, are new pains, new anxieties, new burdens, new cares. Perhaps some, like the emancipated Jews, almost sigh for the flesh-pots of Egypt. But they should know that every upward step involves new pains. If they believe that to rise, to be free, is better than to crouch, to be things, then let them cheerfully, manfully submit to the inevitable conditions of progress. Let them be patient, diligent, earnest, courageous, hopeful; let them trust in God, and do right, and their success is certain. Let them remember that God helps those who help themselves.

"CARPET-BAGGERS."

The fishermen of Galilee who gathered around the Savior of the world; who with their master were the despised and rejected of men; who were driven from home and home; who were crucified with their heads downward; who were burnt at the stake; who suffered every ignominy in life and died the most ignominious deaths, were all "carpet-baggers."

The glorious faces in every cathedral from Rome to China; the martyrs who hang above altars, upon whose features the genius of all the artists of ancient and modern times labored with all its skill; the subjects of the purest creations in marble by the great Thorwaldsen; the men to commemorate whose name special days have been set apart for religious worship; the saints in all the calendar; the inspiration of the best music, the best poetry, the best statuary, the best song, were all "carpet-baggers."

Christianity is crystallized around, embodies nothing but "carpet-baggers," and the secret of its mighty sway over the passions and affections of men is that it goes down in among the "carpet-baggers" of the world, spoke to them in words of sympathy and love, reveals to them the way of happiness in this life, and a blessed immortality in the life to come. The apostles were "carpet-baggers." The earlier popes were "carpet-baggers." The best monks were "carpet-baggers." Luther was a "carpet-bagger." Bunyan was a "carpet-bagger." Baxter was a "carpet-bagger." Wesley was a "carpet-bagger." Jonathan Edwards was a "carpet-bagger." And the Puritans from whom he sprang were "carpet-baggers." All the best and ablest men in the Protestant and Roman Catholic churches for centuries past have been "carpet-baggers." The history of the church is nothing but a history of "carpet-baggers." Missionaries start from London, New York, and Rome and go to the heart of Africa with nothing but "carpet-bags." And wherever "carpet-bags" go look out for wars and revolutions and conquests. Kings tremble when they see the "carpet-bag," for "carpet-bags" contain pure religion, pure philosophy, pure science. In a little "carpet-bag" the spelling book and the Bible carry a magazine more powerful than mountains of saltpetre and sulphur. A "carpet-bag" stirred up the mighty civil war now raging in the heart of the four hundred and fifty millions of China, and a government that has stood the assaults of forty centuries is about to fall before the attacks of a "carpet-bag." Fools scoff at "carpet-bags," but wise men treat those who carry them respectfully, for a "carpet-bag" may contain the electric battery, the mariner's compass, the model of a cotton gin, a steam engine, a microscope, gunpowder, nitro-glycerine, or the condensed force of a volcano or an earthquake. Daniel Webster, when he trudged on foot to Boston, carried a "carpet-bag" containing two shirts and an old pair of pants and Blackstone. Horace Greeley hadn't even a "carpet-bag" when he plodded around Printing Office Square, the gawkiest countryman just in town. Stewart carried his entire stock of dry goods in a "carpet-bag," and now he is the greatest merchant in the world. We admit that great scamps sometimes carry "carpet-bags," for Andrew Johnson when he first went to Washington carried one, but the rule still holds good that the men who are not ashamed to carry their own carpet-bags, before their mortal career is ended carry in their brains the business and politics and religion of cities, states, and nations. Be not ashamed, therefore, "carpet baggers" of Louisiana, of your historical company. The history of the world would have been a blank without them, and the Louisiana rebels of to-day would retrograde into copperheads and alligators, their swamp progenitors, but for the "carpet-baggers" of the North who are here to save them from so inglorious a fate.

When the Hon. H. C. Warmoth is elected governor, and a loyal legislature assembles to make laws for a people again in the Union, we shall propose that a "carpet-bag" become the coat of arms of Louisiana, and a "carpet-bag" be suspended from the beak of the American eagle over the dome of the capitol of the state.

UNITY OF THE REPUBLICAN PARTY.

From all parts of the state we receive the most encouraging words. The Republican party is a unit, and will have no enemy in the approaching contest but the old foe it has warred against from its very birth. Sensible men who at first hesitated to give the state ticket a cordial support are now casting away their prejudices, looking only at the principles involved in the issue, and coming up to the support of the ticket with all their political, military, and social strength. Nothing was more natural in the nomination of a state and congressional ticket than that a few zealous Republicans should feel aggrieved because their own choice was not that of the party. It is the common experience of all cliques, factions, and parties. Being impossible in the nature of things to satisfy every one, it was, perhaps, also impossible to select the best talent in the state for party standard bearers.

Talent is not always active and aggressive, and it not unfrequently trusts too much to its native dignity to bring it into notice and popular appreciation. It is to be regretted that some of our best men whose aspirations were well known, but whose exertions did not keep pace with them, could not have been nominated. Few men have greatness thrust upon them; most men have to achieve it, and the experience of the Republican party in Louisiana is like that of the same party in other states; the men who have built up the party are in the majority of instances the ones who are put forward for the suffrages of the people.

Acting as a unit the party is certain of complete success. The question, also, is too great a one to be confined altogether to local state politics. It is to be remembered that the defeat of the reconstruction policy in Louisiana will seriously embarrass congress and jeopard the success of the national party at the polls next November. Let us, therefore, sink all party differences; let us be patriots in heart as well as by word of mouth; let us unite as one man, as one will, as one unconquerable force, and a brilliant future will be before us as a state and as a nation.

Commissioners of Elections to be Paid.

The following circular was issued yesterday:

HEADQUARTERS FIFTH MILITARY DISTRICT, Office of Secretary of Civil Affairs, New Orleans, La., January 23, 1868.

The commissioners of election duly appointed under the act of congress passed March 2, 1867, and the acts supplementary thereto, who served as such during the election in the state of Louisiana on the 27th and 28th September, 1867, will be paid for such service on presenting the necessary vouchers at the office of the secretary for civil affairs, at these headquarters.

The vouchers will be made in duplicate, approved by either the supervising officer, the chairman of the board of registrars, or any member of said board, and will be properly signed by the commissioner. In all cases where vouchers are sent for collection a written order from the commissioner must accompany them.

The necessary blank vouchers will be furnished on application to the secretary of civil affairs, at these headquarters.

By command of Major General Hancock.

ROBERT CHANDLER,
Captain, Aide-de-Camp, Secretary for Civil Affairs.

Book and job printing of every description neatly executed at the office of the REPUBLICAN, No. 87 St. Charles street.

THE FIRE LAST NIGHT

A U. S. BONDED WAREHOUSE DESTROYED.

GUTTERS OF LIQUID FLAME.

The fire last night, which broke out between eleven and twelve o'clock, commenced in No. 89 Tchoupitoulas street, between Poydras and Girod streets, Mr. C. S. Matthews's United States internal revenue bonded warehouse.

The building, three stories high, consisted of four tenements fronting on Tchoupitoulas, and running through to Fulton street, and were totally destroyed.

Of course the firemen could do little to check flames caused by alcoholic spirits, which entwined the entire house from top to bottom, thence running into the gutters down to Poydras, and thence beyond the market. The sight was a bewildering one, and strong fumes filled the atmosphere.

This incident interfered with the firemen in their efforts to perform good service. The building is a new one, and was only finished in the latter part of the year just passed.

We noticed that each tenement contained a large amount of goods on storage, which was all entirely consumed.

Water seemed only to increase the fury of the conflagration.

When we left the flames were about to commence on the old Clay house, which was not inhabited.

There can be no conjecture made as to the loss sustained.

Although the excessive heat caused the walls to fall with a terrific crash and without warning, we believe no one was personally harmed.

HON. MICHEL VIDAL.

Mr. Vidal is the congressional nominee of the Radical Republicans of the fourth district, and will make an able, energetic, and reliable representative. He is editor of the St. Landry *Progress*, a Radical Republican paper of much influence in its locality, and will be of great service in the coming campaign.

Mr. Vidal is of French lineage, and is an excellent representative of the clearness, precision, and capability for abstract ideas which do honor to the French character.

AMUSEMENTS.

Varieties Theatre.

Rip Van Winkle, Ass Transcend, and "Bob Acres," three as unlike characters as can be conceived, and all admirably personated, if not almost created anew by Jefferson. Go and see the "Rivals" to-night and see Jefferson as *Bob* if you would enjoy with a crowded house the ludicrous trepidation of the greatest coward in all good old English comedy.

The usual matinee will be given to-day, upon which occasion "Rosedale" will be presented with Mr. Floyd as *Elliot Gray* and Mrs. Gomersal as *Rose*.

Academy of Music.

The variety company appeared in a capital programme last night, and kept the audience in lively humor to the close. All have their friends among the audience. The Clinetop sisters, Billy Emerson, Delehanty and Hengler, the acrobats; M'lles. Leah and St. Clair, and Add Ryman have all made numerous friends, who greet their appearance nightly with loud applause. The usual matinee takes place to-day at noon.

St. Charles Theatre.

The people who were so fortunate as to be present at the St. Charles last night enjoyed a dramatic treat that does not occur to every man who goes to a theatre. Mr. Forrest's *Macbeth* is justly celebrated as unsurpassed by that of any actor now living. And there are those who pronounce him superior to any man who has lived in the nineteenth century. His elocution is one of his greatest excellences, although his gestures are well timed and appropriate. Barton Hill enacted *Macduff* in capital style. The other parts were mainly well sustained. We are glad to hear it reported that Mr. Forrest will appear five nights more.

Academy of Music.

The Academy was well filled again last night by the friends of the old favorites who have recently returned to the city. The variety programme was very excellent, and well performed.

Amer' Museum.

The Crescent City museum on St. Charles street, opposite the hotel, is open day and evening, and is supplied with innumerable curiosities worth seeing. Do not fail to step in and take a look at the museum.

The New Orleans Republican

Is for sale in New Orleans by the following dealers:

C. G. D. Holle, No. 41 Exchange Alley.

A. Simon, No. 85 Baronne street.

Geo. Ellis, Old Levee street, opposite the Postoffice.

Edward Baker, St. Charles Depot, under the St. Charles Hotel.

James Ranit, bookstore, Pontchartrain Railroad Depot, Third District.

Geo. N. Raymond, News Depot, Postoffice building.

Notarial blanks, lawyers' briefs, and all kinds of legal forms accurately printed at the office of the REPUBLICAN, No. 87 St. Charles street.

RULES IN BANKRUPTCY,

ADOPTED BY THE
HON. E. H. BURRILL,
Judge of the United States District Court,

Together with a list of the United States Judicial Officers of the State, and the Act of the Legislature dividing the State into Congressional Districts, has just been published at the REPUBLICAN Office, and is now ready for delivery.

Price, 25c. 18tf10

BANKRUPT BLANKS.

ALL THE
BLANK FORMS IN BANKRUPTCY
Now Ready.

We have completed the printing of the BANKRUPTCY BLANKS, corrected to date, including the Schedules, and are ready to supply the demand in any desired quantity at the following PRICES:

Per hundred	$4 00
Per dozen	1 00
Single copies	15
Orders from the country attended	to

BOOK AND JOB PRINTING
OF EVERY DESCRIPTION
Executed at the office of the
REPUBLICAN,
No. 87 St. Charles street.

OFFICIAL NOTICES.

PROPOSALS.

OFFICE CHIEF COMMISSARY SUBSISTENCE, Fifth Military District, New Orleans, La., January 20, 1868.

SEALED PROPOSALS IN DUPLICATE ARE invited till the 8th day of January, 1868, at 12 M., for furnishing the United States Subsistence Department with—

150,000 pounds of BACON, Clear Ribbed Sides, in casks. The Bacon must be of the very best quality, and the casks must be new.

100 kegs of GOLDEN SYRUP, to be put up in twelve-gallon kegs, with wooden keeps, but only ten gallons of syrup to be put in each keg.

1000 barrels of FLOUR, equal to government standard.

All the above articles to be of the very best quality, and put up in superior packages, and to be delivered at the Anchor Pier in this city, within twenty days after the opening of bids.

No bids will be received from parties who have heretofore failed to comply with their engagements with any branch of the government.

Bids to be directed to the undersigned, and marked "Proposals."

A. BEUKWITH,
Brvt. Maj. Gen. and C. S., U. S. A.

PROPOSALS FOR LUMBER.

OFFICE CHIEF Q. M., FIFTH MILITARY DISTRICT, New Orleans, La., January 22, 1868.

SEALED PROPOSALS ARE INVITED and will be received at this office until 12 M. MONDAY, the 27th of January, 1868, for the delivery at Monument Cemetery, Chalmette, Louisiana, within twenty (20) days from date of acceptance of proposal, of—

30,000 feet of YELLOW PINE LUMBER, 1 inch thick, 12 inches wide, rough.

30,000 feet CYPRESS LUMBER, 1½ inches thick, 12 inches wide, and dressed on both sides.

To be best Merchantable Lumber, and subject to inspection before acceptance.

Separate bids may be made for delivery in this city.

Bidders are invited to be present at opening of bids.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for Pine and Cypress," and addressed to the undersigned at his office, No. 208 Camp street.

CHAS. H. TOMPKINS,
Brevet Brig. Gen. and Chief Quartermaster
Fifth Military District.

UNITED STATES MAILS.

Louisiana.

POSTOFFICE DEPARTMENT, Washington, January 2, 1868.

PROPOSALS FOR CONVEYING THE MAILS of the United States from July 1, 1868, to June 30, 1871, on the following routes in the State of Louisiana will be received at the Contract office of the Department until 1 P. M. of MARCH 31 next, to be decided by April 10 following:

12,000 miles and carriers are required to take the oath prescribed by act of Congress of July 2, 1862, and Mar. 3, 1863.

8,002 From New Orleans, by Fort Pike, Shieldsboro', (Mississippi), Pass Christian, Mississippi City, and Biloxi, to Ocean Springs, 104 miles and back, three times a week, by steamboats. Leave New Orleans Tuesday, Thursday, and Saturday at 5 A. M. Arrives at Ocean Springs by 5 P. M. Leave Ocean Springs Monday, Wednesday, and Friday at 9 A. M. Arrive at New Orleans by 3 P. M. Proposals to run by different schedule will be considered.

8073 From New Orleans, by Jefferson to Carrollton, 8 miles and back, twice a week. Leave New Orleans Monday and Thursday at 1 P. M. Arrive at Carrollton by 11 M. Leave Carrollton Monday and Thursday at 1 P. M. Arrive at New Orleans by 4 P. M.

8084 From Covington, by Parkersville and Lime, to Dalmatia, (Miss.), 40 miles and back, once a week. Leave Covington Tuesday at 6 A. M. Arrive at Dalmatia next day by 12 M. Leave Gainesville Wednesday at 1 P. M. Arrive at Covington next day by 6 P. M.

8085 From Thibodaux to Terrebonne, 5 miles and back, six times a week, in connection with trains on the Opelousas railroad. Proposals to end at Lafourche Crossing instead of Terrebonne will be considered.

8086 From Pointe Coupee, by Livonia, to Rosedale, 35 miles and back, six times a week. Leave Pointe Coupee Friday at 8 A. M. Arrive at Rosedale by 6 P. M. Leave Rosedale Saturday at 8 A. M. Arrive at Pointe Coupee by 6 P. M.

8087 From Lake Providence, by Joe's Bayou and Floyd, to Delhi, 46 miles and back, once a week. Leave Lake Providence Monday at 8 A. M. Arrive at Delhi next day by 12 M. Leave Delhi Tuesday at 1 P. M. Arrive at Lake Providence next day by 5 P. M.

8088 From Bastrop, by Prairie Mer Rouge, Point Jefferson, and Jones' Ferry, to Ion, 62 miles and back, once a week. Leave Bastrop Monday at 6 A. M. Arrive at Ion by 6 P. M. Leave Ion Tuesday at 6 A. M. Arrive at Bastrop by 6 P. M.

8089 From Monroe, by Trenton, Bonne'se, Vienna, Beech Creek, Arcadia, Mount Lebanon, Minden, Bellevue, Coleeville, and Sou-ell's Ferry, to Grosspoint, 120 miles and back, three times a week. Leave Monroe Monday, Wednesday, and Friday 3 A. M. Arrive at Grosspoint next day at 10 P. M.

8090 From Bellevue, by Cotton Valley, Orchard Grove, and Dorchest (Arkansas), to Magnolia, 40 miles and back, three times a week. Leave Bellevue Monday at 6 A. M. Arrive at Magnolia next day by 1 P. M. Leave Magnolia Tuesday at 1 P. M. Arrive at Bellevue next day by 8 P. M.

8091 From Mansfield, by Pleasant Grove, to Pulaski, (Texas), 35 miles and back, once a week. Leave Mansfield Monday at 6 A. M. Arrive at Pulaski by 6 P. M. Leave Pulaski Tuesday at 6 A. M. Arrive at Mansfield by 6 P. M.

8092 From Washington, by Dunbarton, and Bayou Rouge, to Simmesport, 30 miles and back, once a week. Leave Washington Thursday at 6 A. M. Arrive at Simmesport by 1 P. M. Leave Simmesport at 6 A. M. Arrive at Washington by 1 P. M.

8093 From Opelousas to Plaquemine Bridge, 35 miles and back, once a week. Leave Opelousas Monday at 8 A. M. Arrive at Plaquemine Bridge by 4 P. M. Leave Plaquemine Bridge Tuesday at 8 A. M. Arrive at Opelousas by 4 P. M.

8094 From New Iberia, by Mormanhee, Lake Charles, and Old West Fork, to Orange, (Texas), 186 miles and back, once a week. Leave New Iberia Monday at 6 A. M. Arrive at Orange fourth day by 12 M. Leave Orange Wednesday at 1 P. M. Arrive at New Iberia fourth day by 7 P. M.

8095 From Lake Charles, by West Fork and Sulphur Springs, to Orange, (Texas), 75 miles and back, once a week. Leave Lake Charles Monday at 6 A. M. Arrive at Ocean Springs by 5 P. M. Leave Ocean Spring Tuesday at 6 A. M. Arrive at Lake Charles by 6 P. M.

Notice.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the act, and they must be guaranteed by two responsible persons, and certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for any loss of mails caused by the contractor, complained three times in any of the trips may be deducted. For arrivals to be behind time so as to break connections with Government mails, and not satisfactorily accounted for, one-fourth of the compensation for the trip to subject to deduction. Fines will be imposed unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a Postoffice; for neglecting to use the mail bags, destroyed, rebaled, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is ordered to run by route, whether on the route. The Postmaster General may annul the contract for disobeying the Post Office law, or the instructions of the department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing thirty a per cent. increase on the contract pay. He may also curtail or discontinue the service in whole or in part, or a pro rata decrease of pay, allowing one month's extra compensation on the amount of service dispensed with. Bids should be addressed to the "Second Assistant Postmaster General," superscribed "Proposals, State of Louisiana," and sent by mail.

For forms of proposals, etc., and other information, see advertisements of October 31, 1866, and of this date, in pamphlet form, at the principal postoffices.

ALEXANDER DIMITRY,
Jal law 4t Postmaster General.

INSTRUCTION.

TO LEARN PIANO-FORTE PLAY WELL
EASILY AND THOROUGHLY,
Use the
STANDARD INSTRUCTION BOOK
"Richardson's New Method."

As improvement upon all others in progressive arrangement, adaptation to the capacity of pupils, upon a new and original plan, and illustrated by a series of plates, showing the proper position of the hands, etc., etc.

The popularity of this book has never been equalled by any other music book, as thousands of copies are sold every year. Among teachers and all who have used it, it is universally acknowledged to be the best book for self-instruction ever published. It is the only book that contains a complete and thorough knowledge of pianoforte playing, and is the only book that has been the foundation of success of the numerous pupils who have taught themselves and people by the old plans are publishing, and adopting the system of Richardson's Method. When the work is ordered, it is performed in the proportion of the edition will appear to be sold.

Be sure that in ordering it you are specifically in quantities of one dozen, $4 00; single copy, $1 00, post-paid, to any address. Sold by all music dealers.

OLIVER DITSON & CO., Publishers,
277 Washington street, Boston.

FOR RENT.

TO RENT OR FOR SALE.

A very desirable Double Cottage, on the corner of Richmond and Chartres, strength, sufficient for two families, with stable, cistern, well, water, fruit, etc., etc. Rent, $25 per month. Apply on the premises.

TO RENT.—A NEWLY BUILT TWO-STORY BRICK TENEMENT, of 10 rooms, corner Gaiety and Bagnet streets, in Bagnet street, near the Metairie road. Apply on the premises, Gaiety street.

THE NEW ORLEANS REPUBLICAN

STEAM
JOB PRINTING
ESTABLISHMENT.

We have recently put up in our office and have now in operation three first-class

GORDON PRESSES

of assorted sizes. These are considered in New York the best presses that are made for the rapid and superior execution of work. We employ skillful workmen, who will at all times be properly informed as to the latest and best styles of work.

We would call the particular attention of the Mercantile and Business Community to this Department of our Establishment, as we have made to it extensive additions in the very

NEWEST STYLES
OF
POSTER AND GENERAL JOB TYPE

PRESSES, Etc.,
WHICH ENABLE US TO
EXECUTE EVERY DESCRIPTION
OF
PRINTING,
SUCH AS
MAMMOTH POSTERS,
FANCY SHOW CARDS,
RAILROAD WORK,
LAWYERS' BRIEFS,
BOOK WORK,
STEAMBOAT WORK,
BUSINESS CARDS,
PROGRAMMES,
HANDBILLS
And all kinds of MERCANTILE WORK.

To facilities we have in the way of
STEAM, CARD AND HAND PRESSES
ENABLE US TO EXECUTE WORK
RAPIDLY, NEATLY AND CHEAPLY.

RULING AND BOOK-BINDING
OF
EVERY DESCRIPTION
EXECUTED WITH DISPATCH

STEAMBOAT PRINTING
Steamboat Officers will find it to their
INTEREST TO CALL AT OUR JOB OFFICE
AND
LEAVE THEIR ORDERS.

We have made special provisions for Steamboat Printing, and have NEW FONTS OF BEAUTIFUL TYPE FOR
COLORED BILLS
AS WELL AS SOME OF THE
FINEST COLORED INK TO BE HAD.

POSTERS AND HANDBILLS
IN
BLACK AND COLORED INKS
AND OF EVERY DESCRIPTION.

BILL HEADS
ON ANY QUALITY OF PAPER
Prices accordingly.

INSURANCE POLICIES & BLANKS

RAILROAD TICKETS AND TIME-TABLE

Job printing of every description done to order, at the office of the REPUBLICAN, No. 87 St. Charles street.

RAILROADS.

ILLINOIS CENTRAL RAILROAD CO.

Important Notice to Shippers to St. Louis.

Sugar, Rice, Molasses, Coffee, etc., by Atlantic and Mississippi Steamship Line to Cairo, and Illinois Central Railroad to St. Louis, at the reduced rate of

Fifty Cents per 100 Pounds, Through.

The only route giving through bill of lading, and avoiding all delay and risk from ice or low water.

For information, or through bill of lading, apply to

J. S. WOODS,
General Agent Atlantic and Mississippi Line,
No. 104 Common street,
or to JAMES T. TUCKER,
General Agent Illinois Central Railroad,
No. 14 Carondelet street.

JAMES H. WINGFIELD,
Passenger Agent
OHIO AND MISSISSIPPI RAILROAD.
Postoffice Box 1[illegible]

ATLANTIC AND GREAT WESTERN RAILWAY

VIA CINCINNATI, OR URBANA, OR GALION, Mansfield, or Cleveland, or Corry, or Salamanca, to or from New York, Boston, Pittsburg, Philadelphia, Baltimore, and Washington City.

This is the only route to the Oil Regions of Pennsylvania.

Passengers who wish a quick and comfortable ride will appreciate the smooth and perfect track, luxurious day cars, and the magnificent sleeping cars, the resplendent dining halls, with ample time for meals, and the prompt time and sure connections of the Atlantic and Great Western Railway.

Fares as low and time as quick as by any other route.

Through Tickets and Baggage Checks—No. 1 Broadway, New York; Nos. 15 State street and 5 School street, Boston; Depot and Union office, Cleveland; No. 58 Clark street, Chicago; in Cincinnati, at No. 10 West Fourth street, E. E. Cornell's Hotel, Front Row, Fourth street, near the Mail Line Steamer Landing, foot of Vine street, and at New Passenger Depot of the Cincinnati, Hamilton and Dayton Railway, in Louisville, at W. corner Main and Third streets, and 9 Fifth street, and at all the offices of connecting lines.

L. D. ROCKER, Gen'l Ticket Agent.
W. B. SHAFFUO, Gen'l Ticket Agent.

GREAT CENTRAL ROUTE EAST.

MILWAUKEE TO DETROIT, TORONTO, Montreal, Niagara Falls, Buffalo, Syracuse, Utica, Troy, Albany, Springfield, New York, etc.

Passenger trains on the Michigan Central Railroad will leave Chicago at 7 A. M. and 10 A. M. (Sundays excepted, 4:15 P. M. Saturdays excepted, 12 M., Saturdays and Sundays excepted). All through connections.

Passengers leaving Milwaukee via Chicago and Milwaukee Railroad, (twice daily), connect at Chicago with Michigan Central trains.

Through tickets, via this route, and sleeping berths (on night trains), can be had in Milwaukee at the Ticket office, Chicago and Milwaukee Railroad, and at their depot.

HENRY G. WENTWORTH,
General Western Passenger Agent.
HAWLEY COLE, Pass Ag't, Milwaukee.

JEFFERSONVILLE, MADISON, AND INDIANAPOLIS RAILROAD.

THE ONLY ALL-RAIL ROUTE TO THE EAST. North and West—Passengers taking this route arrive in Eastern cities Eleven Hours in advance of passengers leaving same day on C. & S. Mail Trains.

Trains leave and arrive at Jeffersonville Depot (immediately opposite Louisville) as follows:

DEPART.	ARRIVE.
6:00 A. M., except Sunday	5:45 A. M., exc't Sun.
2:00 P. M., "	2:00 P. M., "
6:10 P. M., " Saturday	10:00 P. M., "
12:00 Night, "	12:00 Night, "

☞ Baggage checked through to all principal points.

☞ Pullman Sleeping Cars on all night trains.

☞ For condensed through time tables and information see small bills, and at Company's offices, corner Third and Main streets, Louisville, Ky.

HORACE SCOTT,
General Superintendent.
JAMES FERRIER,
General Ticket Agent.
Jeffersonville, Ind., July 1, 1867.

ERIE RAILWAY.

GREAT BROAD GAUGE DOUBLE TRACK route to New York, Boston, and New England cities.

THIS RAILWAY EXTENDS FROM
Dunkirk to New York ..... 461 miles
Buffalo to New York ..... 447 miles
Salamanca to New York ..... 401 miles

And is from Twenty-two to Twenty-seven hours the shortest route.

All trains run directly through to New York without change of cars.

From and after April 29, 1867, trains will leave as follows:

FROM DUNKIRK AND SALAMANCA—By New Express from Union Depot:

1:30 A. M. EXPRESS MAIL, from Dunkirk at 4:45 (except Sundays). Stops at Salamanca 10 A. M., connects at Hornellsville and Corning with the N. Express Mail from Buffalo, and arrives at New York at 7 A. M.

3:35 P. M. ACCOMMODATION EXPRESS, from Salamanca daily (except Sundays). Stops at Hornellsville at 8 A. M. Day Express P. M., (supper) intersecting the 2:30 P. M. Express at Hornellsville, and arrives at New York at 7 A. M.

9 P. M. NEW YORK NIGHT EXPRESS, from Dunkirk (except Sundays). Stops at Salamanca (Supper, Gleason's 7:35 P. M., (supper), Turner's 8:45 P. M., (breakfast), and arrives in New York at 12:15 P. M., connecting, with afternoon trains and steamers for Boston and New England cities.

FROM BUFFALO—By New York time from the corner Exchange and Michigan streets:

1:00 A. M. NEW YORK EXPRESS, (Sundays excepted.) Stops at Hornellsville 9:00 A. M. for breakfast, Susquehanna 2:17 P. M. (dinner, Turner's 5 P. M., (supper), and arrives in New York at 7:30 P. M. Connects at Great Bend with Delaware, Lackawanna and Western Railroad, and at Port Jervis with Midland Express Train of New Jersey Railroad for Philadelphia, Baltimore, and Washington.

6:00 A. M. EXPRESS MAIL, via Avon and Hornellsville daily, except Sundays. Arrives in New York at 7:00 P. M. Connects at Elmira with Northern Central Railroad for Harrisburg, Philadelphia, Baltimore, Washington, and points south.

2:00 P. M. ACCOMMODATION EXPRESS, (Sundays excepted), stops at Hornellsville 6:35 P. M. (supper) and arrives in New York at 7:00 A. M. Connects at Jersey City with Morning Express Train for Philadelphia, Jersey Railroad for Baltimore and Washington, and at New York with Morning Express Train for Boston and New England cities.

4:15 P. M. NEW YORK NIGHT EXPRESS, Stops at Portage 8:50 P. M. (sup), intersecting Hornellsville with the 4:15 P. M. train from Buffalo, and arrives in New York at 12:30 P. M.

11:30 P. M. ACCOMMODATION EXPRESS, daily (except Sundays). Stops at Susquehanna 7:05 A. M., Binghamton 8:15 A. M., (breakfast), and arrives in New York at 3:35 P. M. Connects at Elmira with Northern Central Railway for Harrisburg, Philadelphia, Baltimore, Washington, and points south, at Corning with Delaware, Lackawanna and Western for Scranton, Trenton, and Philadelphia, and at Jersey City with Express trains and steamers for Boston and New England cities.

Office open on Sunday, leaving Buffalo at 6:15 P. M., and reaching New York at 12:30 P. M.

Boston and New England passengers, with baggage, are transferred FREE OF CHARGE in New York.

To pleasure travelers the line of the Erie Railway is replete with objects of interest, passing over the beautiful valleys of the Chemung, Susquehanna, Delaware, and Rampo rivers, and overlooking the grandeur of nature's magnificent scenery.

The best ventilated and most luxurious sleeping cars in the world accompany all night trains on this railway.

Baggage checked through and free as many as 100 lbs. over route.

Ask for tickets via Erie