or canals will come here with as much right as this. The calculation is made by Dr. Egan that the gratuity in this case will amount to $24.000 000, which we will have to pay at the end of forty years. I say nothing against the company, because I have reason to believe that they are large capitalists and intend to push forward this work. They have already nearly accomplished the work of building a road to Mobile; I have cordially assisted them in getting the aid which they did at the last session, and I am willing to go further to assist them, but when they ask three millions flat, without the State receiving anything in return, except the enhanced value of property, I am not willing to grant it. Now, Mr. President, in regard to the other features of the bill, I say, some of the sections should be striken out as objectionable. I have read over the bill hastily, as it passed the House, and found that in some sections, the legislation placed the company entirely above the control of the State or the judiciary, in regard to privileges conferred. These provisions may have been stricken out. Now, as to the Morgan road, as it is called, I introduced the bill, known as the Morgan bill, which was referred to the Committee on Railroads. I believe that bill does not ask any aid from the State at all. It asks some privileges in regard to location, but asks no aid from the State, either by endorsement of bonds, or in the shape of gratuity, and we have the assurances of Mr. Morgan, that the entire stock shall be taken within a certain time, and that the road will be built. Now, I know nothing about Mr. Morgan. I never saw the gentleman in my life, nor have I conversed with him. But the bill was one that struck me proper to grant the Company. It asks no aid or gratuity, but merely asks a charter and the right of way. Now, as to whether he can be relied on or not; everybody seems to consider that he is a man of means, and has the ability to do what he promises. Here is a bill that will give us, within the same time as the other, a road from here to Houston, Texas, without any State aid. I should be willing to give Mr. Morgan his charter, and also aid this other company, because they do not want to run the same route. Competition is the life of trade; it will be beneficial to the Texas trade to have a road built, and if we give charters to both, one or the other will be finished within a reasonable time, but if we give it to only one it will not. I am not confined to the fact that the gratuity granted is upon the condition that the road shall be completed within three years; I know exactly the condition, but I do not think that it is just to give this gratuity, because I believe the road will be made within the same time without it; and, even if it were double the time, the interest of the State would seem to be to give the aid in the proper way. Therefore, Mr. President, I hope this feature in the bill will be stricken out entirely, and if any aid is to be given at all, let it be in the way we agreed upon last session. I am not particular about referring it to a committee, nor is it usual with an important bill like this to refer, and I would prefer it. I have read this bill only once, and supposed it would go to a committee. It would then be thoroughly examined, and, perhaps, amendments presented. I say now, Mr. President, that under no circumstances will I vote for a bill that gives a gratuity to any company. I will vote to aid any company in the shape of indorsement on State bonds, upon condition that the interest is paid by the company, but not to give it flat down. However much I may myself be interested in other enterprises of this kind, and I am connected with one, we will not ask any such gratuity. We may ask further aid, but will not ask gratuity as long as I am president.

Mr. O'Hara: Mr. President, now I want to know what is the motion before the Senate?

Mr. Lynch: Mr. President, I rise to a question of privilige. I have but few remarks to make upon this bill. I am exceedingly gratified that the general tone of the argument of the Senator shows that he, like myself, has made progress in reference to this bill, and that he does not oppose the bill from first to last. When I first read the bill I was opposed to it as the Senator was; but, like myself, he has made progress, and now only objects to the feature as to gratuity. I will say, sir, that upon examining this bill, when it first came to the attention of the Legislature, in the other House, I was exceedingly opposed to this feature. I was opposed, also, to the feature of the bill which gives what I thought excessive rights on the levee in this city. I thought that it was proper for them to have proper connections on the levee, but not such excessive rights. There was an objectionable feature in the bill there, and I struck that out. I went to work to see whether I could frame a bill that I could support myself, so [illegible] be prepared to offer amendments wh[illegible] came up. I next came to the feature in the bill which I thought was establishing a monopoly, and I am opposed to monopolies, and I hope we shall have other roads to Texas. The next point was the subsidy which I thought was objectionable; but considering it all through, and not believing that the principle was wrong, I was anxious to have it as small as possible, and yet not too small. I then received assurances from the friends of this bill, that suggestions, coming from any one would not be resisted by the friends of the bill. I then decided to support it, and I stand here to-night to support that bill in that shape, but if this amendment is stricken out, I pledge myself to resist it to the bitter end, if these objectionable feature are not stricken out, I agree entirely with the Senator who has just taken his seat, that a road of this kind, a large enterprise of this kind, costing not less than eighteen millions of dollars, is a matter not to be looked upon to affect any particular portion of the State. It affects the whole State. Not a dollar of State money has been used so far, and four millions have been expended. I say it as a fact, not as an opinion, that four millions have been expended, and not a bond of the State has been issued, not a bond sold, nothing has been asked, although the road will soon be finished between here and Mobile. The road when completed will have cost about six millions.

Mr. Bacon: I will say to the Senator, that this road to Mobile is only a very small portion of the State of Louisiana.

Mr. Lynch: Mr. President, I have no sympathy with this narrow-minded statesmanship, which limits us to a State line, and says that we must not go outside of that to do anything. Look at the enterprises of the great West, and they were nearly all carried upon the principle of gratuity. What carried the Pacific Railroad across the continent? It was the principle of gratuity actuated by the active energy of Chicago and other cities of the West. There is energy and gratuity, and must we stand here guarding the State, and shutting out these men of energy and capital, and tell them "When you come here we will stop you with objections, mandamuses, and fight you through the courts, Judge Cooley's, and every other court." Though this is situated the most favorable of any city of them all, where is its energy? I have no sympathy with this narrow minded policy. I want this city to stretch out its iron bands, to bind it to the north pole, and bring home the commerce of the world. I want the hot blood of the South to mix with the vigorous man of the West, and both unite and push forward the work of progress. I hope to see not only one, but a half a dozen roads to the Pacific Ocean. Let us get off of our doorsteps and look at this in a statesmanlike view. Here is a road upon which four millions have already been expended; it is a road to bring commerce here; to take us out of the grasp of that monopolist. By means of his monopoly compels us to his own rates, and obstructs the commerce. He is now making, I understand, a clear profit of four millions of dollars a year, and he can afford, sir, to sacrifice one million if he does not fulfill his contract to build his road. The difference between these two companies is this, one has the energy and business foresight to see that this will not only be a benefit to the State, but to themselves. I believe that one is a live company, with means and energy; the other is a selfish, rasping monopoly, that stands in the way of commerce. That is my conviction, and because I see from one prosperity to commerce, and from the other that prosperity taken out of our hands and placed at the feet of this monopolist, I oppose one, and favor the other. The total cost of the road, from here to Mobile, is six millions, and the cost of the road from here to Houston will not be less than twelve millions. Now, I differ in toto with this Senator from Ouachita as to the expense of building such a road, and that road will not pass through the swamp. It is through some of the richest plantations in the State, between here and Madisonville; and it is well known that these plantations must have large canals and ditches for their proper drainage. Every one of these canals must be bridged, and from estimates that I have seen, I believe five millions to be necessary to complete this work. Now, I suppose myself it will be an easy matter to build a road from here to Donaldsonville, but you compute the expense, not only of building those bridges, but every plantation road on these sugar plantations must be bridged, and you will find it no easy job to build a road to Donaldsonville. From Donaldsonville west, it will cost $100,000 a mile. I am satisfied that this estimate is correct. Now, the principle objection seems to me to be the gratuity, but I tell you that the principle of gratuity built the Pacific railroad, and the principle of gratuity lies at the foundation of every railroad in the West; it is through that large amount of public land given them by gratuity that such a large number of railroads have been built in the West. The Illinois Central railroad cost the State forty millions; and you do not mean to say that the State of Illinois can not afford to give twice forty millions for the improvements and benefits received from that road, and the other day was voted almost unanimously ten millions to build a road, not one foot of which is in the state or city that voted for it; it runs through Kentucky and Tennessee, what confounded fools these men must be, to vote ten millions for a road, not one foot of which is in the state voting it. Now in Massachusetts, the little State of Massachusetts, votes and pays, and is taxed constantly five millions to bore a hole through a rock, to bring commerce there by this foolish principle; she pays that to go through a mountain, rather than go around it; that is the spirit and enterprise which makes our country the greatest on earth.

Now, sir, when these objectionable features of monopoly and overriding the judiciary, with these objectionable features stricken out; I am prepared to vote for the bill, believing it to be to the welfare of the State to build this road, and the sooner it is built, the better.

Mr. Braughn: Mr. President, I am somewhat astonished, that the bill has been discussed on its entirety, on a motion to take it up section by section. It seems to me that the proper time to discuss the bill fairly and squarely, would have been to discuss it at each section read by the secretary, for I assert that at the present time there are very few Senators on the floor, that know in what condition the amendments are that will be offered to the bill. Therefore, I say that all the words and eloquence that has been expended in this promiscuous manner in debating the bill, has been lost. The direct question now before the Senate is the motion made by the Senator from Claborne, to refer the bill to the Committee on Finance, and the Committee on Railroads, jointly. That is the motion before the Senate, and upon this motion the bill has been discussed from one end to the other; not alone the bill now before us, but the bill as it passed the House in the first instance. That bill, as it originally passed the House, and not the bill now before us, has formed the great theme of argument of the Senator from Claiborne, and all the points he made in opposition to this bill can have no effect, because that is not before the Senate, and will not be considered at all. I therefore think that there is a uniform desire on the part of every member of the Senate to end this discussion, which has been allowed through nothing but courtesy. I do not intend to argue the bill at this stage, but I will say something in connection with the point made by the Senator from Ouachita, in regard to gratuity generally. That, he admits, is the only objection that he has to the bill. The remarks of Senator Lynch on this subject I heartily indorse. I was interested by the usually eloquent remarks by the Senator from Claiborne, but he was talking on a subject not before the Senate, and consequently there is nothing to answer as far as this argument is concerned, except one point: He asks what security have we that this company will build this road to Texas? What security have we that they will not pocket the subsidy without building the road? That question is very easily answered. Senator Lynch has the figures before him, giving the actual cost of the road from New Orleans to Houston at twelve millions. Its cost from here to Texas is eight or nine millions, and the amount received from the State entirely, when the whole work is done, is three millions. Now, sir, is it reasonable to presume, that men having means at their command, would reasonably go to an expenditure of eight or nine millions for the purpose of getting three millions? Is it reasonable to presume that these gentlemen, in order to receive the first instalment of bonds, would build the road from here to Donaldsonville, by far the most expensive, for I have the figures to show that the road to Vermilion will cost more than the balance of the road to Houston; and, to a great extent, it traverses over lakes, swamps, bayous, and morasses of every kind. The bill requires that the first installment of bonds shall be paid when the road is finished to Donaldsonville, a distance, I believe, of seventy-five or eighty miles. Now, the construction of that road will cost $80,000 per mile at the very minimum. When you take into consideration the nature of the road and you find that this company expends seven or eight millions, of which they are to receive one million dollars worth of bonds. When, sir, we take into consideration that the heaviest portion of the road is built, then we can not suppose that this company would do anything so foolish as not to finish the road and receive the balance of the bonds; the idea would be preposterous how are we to have another guarantee; this company has already expended in this State four millions to build the road to here, without receiving or asking one single dime from either this State or this city not a dime, sir. There is a popular delusion existing in our midst, according to the statements that public speakers made in the St. Charles Theatre, to the effect that we have already given this road $12,500 a mile. Those distinguished orators know that they were asserting something that was not true, they know better, they know that the State has not given one single dime, they only know that the State has agreed to endorse bonds to the extent of $12,500 a mile within the limits of this State, with a second mortgage upon the railroad itself. Now, sir, was that a donation to the company? Do not these distinguished orators know better? Have they not read the act of the State? No men should come forward and make statements other than of their own knowledge, or false statements. I say that the expenditure of four millions of dollars to give us a direct railroad communication between New Orleans and Mobile shows we have some security. It shows, Mr. President, that if a corporation is able to expend four millions of capital out of their own pocket, without asking the State or the city for a dollar, that they are a responsible corporation, and good for their contract. Have you not more confidence in a company which says we will build the road with our own money, and require no help, but we do ask that you do the same as all other States; that when we bring you prosperity, and hold out the hand of fellowship if we do enrich you we expect you to remunerate us to some extent. Therefore, this system of gratuity has been instituted. It is an encouragement, and nothing more. This system of gratuity in this State is not a new thing. I remember, Mr. President, that when the Opelousas Railroad was constructed, the city of New Orleans contributed the moderate sum of one and a half millions to build eighty miles of road in the State of Louisiana. A million and a half to help the company to build a road from Algiers to Brashear City, and the State contributed seven hundred thousand. It is true, that this company gave to the State and city its bonds, but what are they worth? What are they worth to-day? You can not, to-day, sell one of these bonds for two dollars and fifty cents. And, to show how the State and city has been treated, they mortgaged the road to this identical company; to this public-spirited gentleman, who is going to give us a road to the State of Texas, and who, upon that very mortgage, is the owner of that road; thus, in reality, defrauding the State and city out of their interest in the road. There you find two millions expended in gratuity, indirect, it is true, but gratuity nevertheless, to build eighty miles of road from one portion of the State of Louisiana to the other. Now, the gentlemen have argued that a road from here to Texas can be built for twenty-five or thirty thousand dollars a mile. Where these gentlemen get their estimate from I can not conceive. I have investigated the matter of cost of other roads, and I found that that same road, of which I spoke, cost, on an average, $65,000 a mile from New Orleans to Brashear City, and if there is any Senator present who has never traveled over that road, I would advise him to do so, to find out what sort of a road can be constructed for $65,000 a mile.

I am satisfied that this company will build a different road. The report of the President of the Jackson Railroad Company shows the fact that that road cost over $46,000 a mile from New Orleans to Canton; and yet, after you leave the city forty miles, you have piney woods and high, dry soil. Now, we have in this city another railroad company, the oldest company in the United States, and if we investigate the status of that road, we find that that patriotic gentleman, who is to build us a road to Texas without any cost to the State, owns about three-fourths of that road. But the cost of that road, built many years ago when labor and material were cheaper, cost $125,000 per mile. That is a road which extends from New Orleans to Lake Pontchartrain. That road cost so much at that time because the land lying between the then limits of the city and the lake was a morass, a swamp. And as near as I can ascertain, the country from here to the Teche is precisely of the same nature; and, consequently, when you take into consideration the increased cost of labor and material, you will be able to form a judgment as to the cost of this road. The chief engineer of this company, who is presumed to know what he is talking about, who, when he makes an estimate knows what he bases it upon, says that the first one hundred and thirty miles, will cost more than one hundred and fifty thousand dollars per mile, and that there are twenty-five to thirty-five miles that will cost one hundred thousand dollars per mile. That disposes of the argument so far as the assertion is concerned, that the actual subsidy paid by the State is enough to complete the road. There is another consideration that concerns the Senators from the low lands. They must remember that the company will build an embankment from New Orleans to the Teche, so high and firm that it will operate as a protection levee against the waters which annually come from the Mississippi river. It is to my own knowledge, that the parishes of Lafourche, Terrebonne, Assumption, St. Martin, and portions of St. Mary, from the year 1864 to 1867, were almost deluged with water, destroying millions and millions worth of property. Now, there is fair reason to presume that this levee will naturally prevent the recurrence of such overflow. The road, Mr. President, from here to Mobile, is so far completed, that if any Senator has a desire in a month or two he can take a train and in a few hours can land in Mobile.

Mr. Blackman: I will bet you the drinks on it.

Mr. Braughn: I have here said, and I call upon the Senate to bear witness, that in July next the New Orleans, Mobile and Chattanooga railroad will be finished between this city and Mobile, and any Senator who has a desire to do so can practically test it by a ride on its rail. Now, Mr. President, I desire further to say that this road would have been completed already, had it not been for judicial interference with contractors and their employes upon the road. I happened to be at Bay St. Louis last summer when one of the contractors absconded with a large sum of money placed in his hands to pay the employes. The consequence was there was no one to pay them, and the laborers remained idle two or three weeks. That matter occurred on various sections of the road, and these embezzlements and this interference has prevented that road from being finished to-day; and to show the Senators what contingencies, what accidents may arise in the construction of the road, I will mention that the Mobile and Chattanooga road has to pay $1000 interest alone upon material which they can not use, because they have not the labor; one thousand dollars for material, because a dishonest contractor absconded. I mention that simply to show why the road to Mobile has not been completed. Now, sir, I believe that this bill has been discussed by every Senator who wanted to say anything, and if there be any Senator who wishes further to discuss it he will have an opportunity to do so on each section, and then we will know more of what we are doing, because I desire most of the sections to be amended, and, in order to take up the bill and discuss it effectually, I move to lay the motion of the Senator from Claiborne on the table.

Mr. Blackman: I ask the courtesy of the Senator to withdraw the motion.

Mr. Braughn: Yes, if you will renew the motion.

Mr. O'Hara: I rise to a point of order. The motion was seconded, and can not be withdrawn.

The yeas and nays were called upon the motion to table, resulting in 23 yeas to 12 nays; so the motion to refer was laid on the table.

Mr. Lynch: I call for the reading of the bill section by section.

Adopted.

Mr. Campbell: On the motion to take the bill up section by section I wish to speak.

The President: Well, just pitch in.

Mr. Futch: I rise to a point of order; the gentleman rises to speak on a question already decided in accordance with his own views.

Mr. Wittgenstein: I move to adjourn.

Mr. Blackman: The gentleman is out of order. No Senator is allowed to speak unless he is in favor of the bill. (Laughter).

Mr. Futch: I ask a decision of my point of order.

Mr. Wittgenstein: I want to know whether the Chair entertained the motion to adjourn.

The President: Not at all. Senator Campbell had the floor, when Senator Lynch had moved to take up the bill section by section; Mr. Campbell seconded that motion, and it was adopted.

[TO BE CONTINUED.]

MACHINERY.

DANIEL & JAMES D. EDWARDS
Nos. 21, 23, 25 and 26 Delta Street,
—AND—
Nos. 23, 24, 26 and 27 Front Street,
NEW ORLEANS, LOUISIANA,
Manufacturers of Improved STEAM TRAINS
FOR MAKING SUGAR,
And of every description of
COPPER, BRASS, IRON and SHEET IRON WORK, BRASS COCKS, VALVES, STEAM WHISTLES, etc.,
COPPER STILLS AND WORMS,
For Grain and other Distilling.
—Dealers in—
IRON PIPES and FITTINGS of all sizes,
STEAM and HAND PUMPS,
STEAM and WATER GAUGES made and repaired.
BRASS FOUNDING, FINISHING and PATTERN MAKING.
Repairing of all kinds done at short notice.
se29 1y

THOS. B. BODLEY & CO.,
—DEALERS IN—
Machinery, Agricultural Implements, AND FERTILIZERS,
No. 8 Perdido Street, New Orleans.
Gullett Steel Brush Cotton Gins, Gullett Hand Cotton Presses, Newell Screws, Stafford Cultivators, Sattley's Gang Plows, Coleman's Corn and Wheat Mills, Straub Corn and Wheat Mills, Stationary and Portable Steam Engines and Boilers, Circular Saw Mills, Ball Ohio Mowers, Ball's Ohio Combined Mowers and Reapers, with Dropper Attachment, for harvesting rice.
Grain Drills, Horse Powers, Rice and Wheat Threshers, Book-Binders' Machinery, Paper Cutters, Presses, etc.
Hydraulic Iron Cutters, Crawford's Garden Cultivators, Feed Cutters, Corn Shellers, Wheelbarrows, Plows, Sweeps, Scrapers, Southern Corn Planters, Cotton Planters, Victor Cane Mills, Cook' Evaporators. aug 1y

CHARLES E. WYNNE & FARR,
DEALERS IN AND MANUFACTURERS AGENTS
—FOR—
Machinery and Agricultural Implements,
111 GRAVIER STREET, NEW ORLEANS,
On hand at all times a complete stock of STEAM ENGINES, both stationary and portable, SAW MILLS, COTTON GINS and CONDENSERS, RICE MACHINERY, SUGAR MILLS and EVAPORATORS, DIAMOND GRIST MILLS and AGRICULTURAL IMPLEMENTS of every description, which we are offering at manufacturers prices, and respectfully solicit an examination of before purchasing elsewhere. my29 1y

DRUGS AND MEDICINES.

DRUGS AND MEDICINES.
We have always on hand a full suppl of fresh pure
MEDICINES, DRUGS, CHEMICALS, ETC.,
which we offer at the lowest wholesale rates. Our connections in Europe at present enable us to make better selections than it is possible for most houses here to do, as our purchasing agent there is a practical chemist and druggist, who was engaged in the drug business in this city for many years, and who consequently is fully competent to judge in regard to the requirements of our trade. By the arrangements we have made with him, we are convinced that we can offer our patrons such advantages, and such pure and unadulterated articles, that we only request buyers to give us a call before purchasing elsewhere.
Besides the regular line of DRUGS and MEDICINES, we have also in store the most assorted stock of
MINERAL WATERS
that is found in this city, or, in fact, in this country We are SOLE AGENTS for the
VICHY WATER,
FRIEDRICHSHALL BITTER,
HIGH ROCK, CONGRESS, Etc.
Also in Store:
GETTYSBURG. CONGRESS,
SELTZ, BLUE LICK,
EMPIRE, BLADON,
SOUR LAKE. ROCKBRIDGE ALUM
WHITE SULPHER WATER, Etc.
Having been appointed Sole Agents for GEORGE TIEMAN & CO., of New York, we keep a most varied stock of
SURGICAL INSTRUMENTS,
such as Buck's Complete Operating Case, Dissecting and Pocket Cases, Eye Cases, Vesico-Vagina Cases, Amputating and Minor Operating, Obstetrical and Dental Cases, etc., all offered at New York prices, and we add constantly new supplies of lately introduced designs.
Also Agents for FOUGERA'S PREPARATIONS
All the above we offer at the LOWEST RATES and guarantee the quality of the goods.
FREDERICKSON & HARTE,
139 Canal sereet,
de14 6m Touro Buildings.

BOOKS---BOOKS.

"GOOD BOOKS FOR ALL."
"Books which are Books."
Here is a list of such Works as should be found in every Library—within the reach of every reader—Works to entertain, instruct, and improve the mind. Copies will be sent by return post, on receipt of price:
NEW PHYSIOGNOMY; or, Signs of Character, as manifested through Temperament and External Forms, and especially in the "Human Face Divine." With more than One Thousand Illustrations. By S. R. Wells. Price, in one 12mo. volume, 768 pp., handsomely bound, $5.
HOW TO READ CHARACTER. A New Illustrated Handbook of Phrenology and Physiognomy, for Students and Examiners, with a Chart for recording the sizes of the different Organs of the Brain, in the Delineation of Character, with upwards of 170 Engravings. Muslin, $1 25.
EDUCATION: Its Elementary Principles founded on the Nature of Man. By J. G. Spurzheim, M. D. With an Apendix, containing the Temperaments, and a Brief Analysis of the Faculties. Illustrated. $1 50.
FAMILY PHYSICIAN. A Ready Prescriber and Hygienic Adviser. With Reference to the Nature, Causes, Prevention, and Treatment of Diseases, Accidents, and Casualties of every kind. With a Glossary and Copious Index. By Joel Shew, M. D. Muslin, $4.
FOOD AND DIET. With observations on the Dietical Regimen, suited for Disordered States of the Digestive Organs, and an account of the Dietaries of some of the Principal Metropolitan and other Establishments for Paupers, Lunatics, Criminals, Children, the Sick, etc. By Jonathan Pereira, M. D., F. R. S., and L. S. Edited by Charles A. Lee, M. D. $1 75.
MANAGEMENT OF INFANCY. Physiological and Moral Treatment. By Andrew Combe, M. D. A Book for Mothers. Muslin. $1 50.
BENNY. An Illustrated Poem. By Anna Chambers Ketchum. Published in the elegant style of Enoch Arden. A beautiful present. $1 50.
ÆSOP'S FABLES. The People's Pictorial Edition. Beautifully Illustrated with nearly Sixty Engravings. Cloth, gilt, beveled boards. Only $1.
POPE'S ESSAY ON MAN. With Notes. Beautifully Illustrated. Cloth, gilt, beveled boards. $1.
NATURAL LAWS OF MAN. A Philosophical Catechism. By J. G. Spurzheim, M. D. Muslin. Seventy-five cents
FRUIT CULTURE FOR THE MILLION. A Hand-book: Being a Guide to the Cultivation and Management of Fruit Trees. Descriptions of the Best Varieties. $1.
Inclose the amount in a Registered Letter, or in a Postoffice Order, for one or for all the above, and address S. R. WELLS, Publisher, 389 Broadway, New York. Agents wanted. fe22

BUSINESS CARDS.

DRS. ALLEN & COCHRANE,
DENTISTS.
No. 12 Dryades street, near Canal, opposite the Mechanics' Institute.
We are prepared to perform all operations on the Teeth in the most scientific manner; also to insert Teeth on Rubber, Gold, Silver, etc., at reasonable prices. Persons desiring Teeth inserted the same day the decayed Teeth are extracted, will please call before ten o'clock A. M. fe20 1m

LLAMBIAS & DOCKTER.
(N. A. LLAMBIAS—GEORGE DOCKTER,)
COMMISSION MERCHANTS
And Dealers in
WESTERN AND NORTHERN PRODUCE
No. 115 Old Levee Street,
New Orleans.
Agents for S. P. Soule's Celebrated City BEER.
fe12 1y

RICHARD C. BOND,
(T. F. FISHER),
STOCK AND NOTE BROKER,
No. 162 Common Street.
ja11 1y

HORSES AND MULES,
FOR SALE BY
PHILIP DOPF,
Nos. 199 Gravier and 61 Baronne Streets.
Stock on livery, and sold on commission. Horses and buggies for hire at all hours. de7 1y

DU SOUCHET & GILBERT,
(P. S. DU SOUCHET.....H. C. GILBERT
GENERAL COMMISSION MERCHANTS,
Nos. 86 Peters Street,
(Late New Levee),
AND
18 Commerc Street, New Orleans, La.
Orders and consignments solicited.
N. B.—We have commodious and convenient rooms for storing all kinds of WESTERN PRODUCE. de3 6m

DANIEL CUMMINGS & CO.,
(ESTABLISHED 1830),
WHOLESALE DEALERS
—IN—
Wooden Ware,
an4 Boston, Massachusetts.

POTTHOFF & KNIGHT,
96.....Camp street.....96
Wholesale and Retai Dealers in
PAINTS, GLASS, OILS, VARNISHES, ARTISTS' MATERIALS, ETC.,
Of every kind and variety.
Our Stock, for size, quality and variety, is not equaled by any in the city. no2 6m

E. FRIESS,
UPHOLSTERER,
125 Prytania Street, between Euterpe and Polymnia streets.
Furnitre Repaired and Varnished. Hair, Moss and Spring Mattrasses made to order. Carpets, Matting and Oil Cloths put down. Upholstering, Paper-hanging, etc., will be promptly attended to. no2 3m

JAMES READY,
REAL ESTATE AGENT,
Office, 23 ommercial Place,
(Between Camp and St. Charles Streets,)
oc30 NEW ORLEANS, LA.

WILLIAM FRANCIS McLEAN,
(AGENT),
OIL DEALER,
Coal Oil, Crystalized Oil, Naptha, Benzine and Gasoline
For portable Gas Lamps. Burners Chimneys, and Lamp Fixtures generally.
The Crystalized Oil is the only patented non-explosive light oil offered for sale in this market.
Also, Coal Oil, Zema brand, treble distilled, and guaranteed non-explosive
Office, 135 Carondelet street, near Lafayette.
no13 6m

W. W. SHARPE & CO.,
(OF THE LATE FIRM OF JOY, COE & CO.)
GENERAL ADVERTISING AGENTS
Tribune Buildings,
oc21 NEW YORK.

J. E. FISHLEY,
Twelve years with Paton & Co., Patentee of the
ELYSIAN BED.
PARLOR, DINING, and BEDROOM FURNITURE
Lace Curtains, Window Shades, Upholstery, etc.
Thirteenth Street,
my28 Two doors West of Broadway.

BUSSEY & CO.,
JONES, McDOWELL & Co., Little Rock, Arkansas. BUSSEY & Co., St. Louis, Missouri.
COTTON FACTORS AND
GENERAL COMMISSION MERCHANTS,
48.....Carondelet Street.....48
Refers to Canal Bank, Bank of New Orleans, New Orleans, Louisiana; State Savings' Association, Bartholow, Lewis & Co., St. Louis, Missouri. oc20

NEW ORLEAN
SILVERWARE MANUFACTORY,
No. 186 Poydras street,
Between Baronne and Carondelet, New Orleans, La.
I would respectfully invite attention to the new and improved machinery at my establishment, which enables me to furnish with expedition, and in a superior manner, from new and original designs, Tureens, Waiters, Tea Sets, Pitchers, Goblets, Cups, Napkin Rings, Knives, Forks, Spoons, Ladles, Castor Frames, Birthday and Christening Gifts, etc., etc., MANUFACTURED FROM PURE COIN. A. HIMMEL.
oc12 3m

MAURY & CO.,
GALLIER COURT, NEW ORLEANS,
Ship Agents, Passenger Agents for Hamburg direct Southern line of steamers, and
GENERAL EMIGRATION AGENTS,
are now completing their arrangements for supplying Foreign Labor, so much required throughout the South, and invite interviews and correspondence with planters and land owners. se3 1y

JOHN M. COONEY,
(Late Minute Clerk, Fourth District Court),
ATTORNEY AT LAW, NOTARY PUBLIC AND COMMISSIONER OF DEEDS FOR ALL THE STATES.
Particular attention paid to the execution of commissions to take depositions.
Office, 21 Camp Street,
je12 1y New Orleans.

COSTUMES....DOMINOES....MASKS
MADAM GROUX,
Costumer for the New Orleans Opera,
93.....CONTI STREET.....93
After twenty years experience in this business in this city, and an annual visit to Paris during that time, she can guarantee to the public entire satisfaction. Her stock of FANCY COSTUMES, DOMINOES and MASKS, of every character, is unrivalled in the Union.
Persons desirous of attending Fancy Balls will please give her a call. no13

GEORGE ALCES,
PREMIUM CIGAR MANUFACTORY,
185.....Rampart Street.....185
BELOW CANAL.
Address Look Box 248, Postoffice. ja24

E. HEATH—
DEALER IN
UPHOLSTERER'S MATERIALS,
WALL PAPER AND COURTAIN GOODS
No. 99 Camp Street.
Window Shades, Cornices, Fringes, Gimps, Cords Tassels, Damasks, Brocatelles, Terriis, Plushes Hollands, Enameled and Hair Cloth, Pictures, Picture Frames, Mouldings, Mirror Plates and Frames. an25 1y d

D. URBAN—
CLERK OF THE UNITED STATES CIRCUIT COURT,
UNITED STATES COMMISSIONER AND COMMISSIONER OF THE COURT OF CLAIMS.
Depositions, Testimony, Acknowledgments, etc., taken at short notice.
Passports secured from the State Departmen Washington with accuracy and promptness.
Office at the Customhouse, over the Postoffice wspaper delivery, at New Orleans, Louisiana. al5

BUSINESS CARDS.

J. WILLIAM DAVIS,
REAL ESTATE BROKER,
85.....St. Charles Street.....8
Masonic Hall, New Orleans.
Prompt attention given to buying, selling and leasing of plantations and other real estate, paying of taxes, collecting rents, etc. se29 1y

M. MALONE,
170 MAGAZINE STREET, NEAR JULIA,
NEW ORLEANS.
Blacksmith, Iron Railing Maker,
AND
GENERAL HOUSE SMITH.
Verandahs, Iron Fences, Office and Tomb Railing made and put up at the shortest notice, and at reasonable prices. Iron Doors and Shutters made to order. Also, Bellhanging, Locksmithing and most approved Lightning Rods put up. All work done at the lowest price. Special attention given to Builders' work. fe 13

B. P. ETHELL,
MERCHANDISE, FLOUR AND PROVISION BROKER,
No. 105 Poydras Street,
W. J. TAYLOR, JOHN M. BURKE,
ja27 1y Salesmen.

J. A. DE HART.
DENTIST.
17.....Dauphine Street.....17
ja14 1y Four Doors from Canal.

WILLIAM DAUPHIN,
IMPORTER, JOBBER AND MANUFACTURER
—OF—
Millinery, Fancy and Straw Goods Artificial Flowers, Wreaths, etc.,
No. 150 CANAL STREET.
NEW ARRIVALS WEEKLY. no12 1y

S. W. HIGGINS,
Manufacturer of Every Style of
GOLD PENS,
No. 9 Old Levee Street, New Orleans.
Repairing, Seventy-five Cents. no11 3m

JANZEN'S
OYSTER SALOON
—And—
RESTAURANT,
No. 16 Royal street,
oc16 1y New Orleans.

ARNOLD WEBER,
MERCHANT TAILOR,
143.....Gravier street.....143
oc2 1y NEW ORLEANS.

DAVIS & JACKSON,
(WILLIAM DAVIS, N. O. J. JACKSON, N. Y.
WHOLESALE CLOTHIERS,
103.....Gravier Street.....103
Factory 161 Chambers street, New York,
RETAIL HOUSE AT OUR OLD STAND,
300.....Poydras Street.....300
A Large Assortment of
MEN'S, YOUTHS' AND BOYS' CLOTHING
Constantly on hand; Also, a Large Stock of
oc2 1y FURNISHING GOODS.

JAMES, BUCKNER & Co.,
(S. L. James, C. B. Buckner, Tom Bynum.)
COTTON FACTORS
—AND—
COMMISSION MERCHANTS
Manufacturers of
Cotton and Woolen Goods, Cotton Yarns
Boots, Shoes, Barrels, Hogsheads, Bricks.
No. 140 Gravier Street, New Orleans.
se7 6m

JOHN G. FLEMING—
GAS FITTER
—AND—
DEALER IN GAS FIXTURES,
144.....Poydras Street.....144
Near St. Charles Street,
NEW ORLEANS,
Will attend punctually and faithfully to all orders entrusted to him.
Orders left in Box No. 15, Mechanics and Dealers Exchange, will meet with prompt attention.
my21 1y

WEEDE & SELBY,
PLUMBERS AND GAS FITTERS,
84.....Baronne Street.....84
Plumbing Materials and Gas Fixtures
KEPT CONSTANTLY ON HAND.
Stores, Offices and Private Residences fitted up with Gas and Water Pipes at the shortest notice.
ALL WORK WARRANTED. oct4 6m

W. W. EASTHAM,.....G. G. MORRIS
EASTHAM & MORRIS,
Manufacturers and Dealers in
BRUSHES,
No. 15 UNION STREET, BOSTON.
an4

T. W. BOTHICK,
UNDERTAKER,
No. 247 Camp Street, Corner of Delord
Parties in want of METALLIC COFFINS would do well by calling at T. W. Bothick's establishment and examining FAY'S PATENT SELF-SEALING METALLIC CASE and CASKET, for which he is the sole agent. Warranted to be indestructible and air-tight, and for beauty of finish can not be excelled—surpassing any others ever manufactured. Rosewood, Mahogany, Black Walnut and all other styles of Coffins always on hand. je2 1y

J. C. KATHMAN,
TROPICAL ROOFING MANUFACTORY
And Dealer in
Coal, Charcoal Coke, White Sand and Firewood,
224 Bienville street, corner of Marais, New Orleans
Orders left at the above place, or Box 53, Mechanics Exchange, will receive prompt attention.

J. FRED. BIRCHMEIER,
WASHINGTON MARBLE WORKS,
No. 199 Washington Street,
Between Prytania and Coliseum, opposite the gate o Lafayette Cemetery, No. 1.
Constantly on hand, or made to order to suit purchasers, TOMBS of Marble or Brick, Monuments, Tablets, Grave Stones, Counter Tops, Slate Hearths, Images of Marble or Plaster Paris, Vases, etc. Work done in any Cemetery and in the country. je16 1y*

JOS. H. WILSON,
WHOLESALE LIQUOR DEALER
—AND—
GENERAL COMMISSION MERCHANT,
108 and 110 Magazine Street,
del 1y New Orleans.

GEORGE H. VINTEN,
PRINTERS' WAREHOUSE,
187.....Poydras Street.....187
BETWEEN CAMP AND ST. CHARLES STS.,
New Orleans.
A full supply of Printing Presses, Types, Inks and Papers constantly on hand at manufacturers' prices. oc12 1yd&w

WM. NEUSER—
PORTRAIT PAINTER,
No. 115 Carondelet Street,
NEW ORLEANS,
my27 1y* Louisiana.

TO SAVE LABOR
—AND—
INSURE LARGE CROPS,
Use Stern's RAW BONE SUPER-PHOSPHATE and FINE GROUND BONE, the great Fertilizers. LOUIS STERN & BROS., manufacturers, office No. 6 Chartres street, New Orleans, Louisiana. Bone Black of all grades constantly on hand. no3 1y

MEDICAL.

DR. J. BRADFIELD'S
FEMALE REGULATOR.
Woman's Best Friend.
This valuable medicine is prepared for women exclusively, and to be used by women only. It is adapted especially to those cases where the womb is disordered, and will cure any irregularity in the "menses," except in such cases as require a surgical operation. As these last are very rare, the Female Regulator is of almost universal application. In a sudden check of the "monthly courses," from cold, trouble of mind, or like causes, it acts like a charm, by restoring the discharge in every instance, thus relieving the fever, headache, pain in the small of the back and "lower stomach," flushes of heat about the face, chilly sensations, burning of the eyelids, and general restlessness. Taken in time, all these symptoms pass away immediately, without injury to the constitution. Frequently, however, the proper remedy is not applied in time, the disease becomes chronic, and the foundation laid for numberless evils to the constitution of the woman. The next "turn" comes around, and there is no "show," or perhaps the "whites," will appear. There will be some uneasiness about the womb, but very little or none of the natural fluid escaping. The complexion becomes sallow, bowels swollen, a sort of greenish caste about the face, constant dull aching pains in the head, weight in the lower stomach and back, with or without whites, palpitations of the heart, pallor, exhaustion, indigestion, weariness, languor, aching across the loins, loss of appetite, pain in left breast, tightness across the chest, cough and giddiness. If still allowed to go on, "green sickness" will be fully developed; the headache becomes severe, with loss of memory, diminished sensibility, sick stomach, dyspepsia, no relish for food, loss of flesh, increased fluttering of the heart, swelling of the feet, legs and body, and occasional spitting of blood. The slightest effort causes hurried breathing, almost to suffocation. The skin is flabby, and has a "doughy feel." This is a sad picture, but it is the condition of thousands of women between the ages of fifteen and forty-five, who are brought to the gr