New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES.

OFFICAL JOURNAL OF THE STATE OF LOUISIANA.

NEW ORLEANS, JULY 2, 1870.

THE NEW ORLEANS REPUBLICAN HAS THE LARGEST CIRCULATION OF ANY REPUBLICAN PAPER IN THE SOUTH.

THE DAILY REPUBLICAN

May be had of the following dealers:

George Ellis, opposite the Postoffice.
A. Simon, 94 Exchange Alley.
J. C. Haley, 19 Commercial place.
G. G. D. Holle, 61 Exchange Place.
James Ennis, Pontchartrain Railroad depot, Third District, also at depot foot of Lafayette street, First District.
John Schafer, corner Ninth and Constance streets.
J. W. Long, corner of Love and Enghein streets, Third District.
R. S. Marks, opposite Jefferson market, Sixth District.
W. R. Dirks, No. 34 Annunciation street.

The funding bill was passed yesterday, and an outline of it is given.

It was admitted on all sides that yesterday was the hottest day of the season.

Miss Jennie Worrell, wearied of matrimony, has returned to the stage.

Read in our dispatches this morning how bunglingly a man was hung at Richmond yesterday.

The public debt decrease during the month of June is nearly twenty and a quarter millions of dollars.

John Tullis, long a resident and successful planter of Tensas parish, died last Sunday, at the age of eighty-two.

We had the pleasure of a call yesterday morning from Mr. Moorman, the private secretary of Colonel McComb, president of the Jackson Railroad.

At St. Louis, Tuesday, the all absorbing topic of conversation among steamboatmen was the approaching race between the R. E. Lee and the Natchez. Fast time was expected.

There was a farewell Filomeno concert at Memphis, Wednesday night. The programme offered was attractive, frequent and hearty applause attested the appreciation of the performance.

Captain Utz, of Shreveport, was to have left this week for the North, to purchase iron for the first street railroad in that thriving little city. It is thought that the first track will be laid on Texas street.

A rumor to the effect that five acres of land in "Spanishtown" had been entered as public lands, by parties in New Orleans, created a little stir a few days ago, among citizens owning real estate in that part of Baton Rouge.

The thermometer at New York, Tuesday, reached ninety-seven. The heat was more oppressive than Monday, as there was little air stirring. About fifteen cases of sunstroke were reported Tuesday, four of them fatal.

A grand rural festival will be given by the "Nord Deutscher Harmonie Club", of the City of Carrollton, to-morrow and the fourth instant, at the Oakland Race Course. Complimentary tickets have been sent to us by Mr. C. Meyer.

Captain Bob Riley, the St. Louis *Republican* says, is not disposed to be left out in the cold. He boasts that he made the quickest time on record from Little Rock to New Orleans, nine hundred miles, more or less, in forty-eight hours one minute. Close count of a little "rhinit," Cap. Bob!

Among the changes on the Jackson railroad, we notice that the newspaper and periodical department has gone into the hands of Mr. John H. Conniff, the pleasant young gentleman who was last seast season treasurer of the Varieties Theatre. He commenced the business of supplying travelers with literary food yesterday.

We learn, by a dispatch from Sioux City, that Spotted Tail and his party reached home last week, and was overcome with grief to find his favorite squaw dead. He solaced himself by a grand drunk. He attributes his bad luck to trinkets given him at Washington, and has determined to give them all away.

In Paris a good story is told of a perfumer named Guerlain. He had agreed to pay for an elaborate puff in one of the leading journals. The writer called him the demi-god of perfumers. Guerlain visited him, and refused to pay for the notice, "because," said he, "you leave it to be supposed that there is a *God* of perfumers. Perhaps you mean Lubin?"

July is emphatically the gold month of the year. The United States treasury have begun the payment of the July interest on the government securities, amounting to thirty-five million dollars. The Pacific Railways follow with the gold interest on their mortgages. Then come the gold and currency interest on city bank capital, of savings, deposits, and of other corporations, altogether making a very large amount.

The *Planters' Banner* reminds us that there has been no late action of Congress on the appropriation for removing sunken steamers from Bayou Teche. Mr. Duke made a survey of the Teche early in June, by order of Congress, or a government officer, and was to have the report ready at once for the action of Congress before its adjournment in July. Senator Kellogg, thus far, has pushed the matter with commendable zeal, but we are afraid nothing definite will be done before the adjournment.

VALUABLE IMPROVED AND VACANT REAL ESTATE AT AUCTION BY THE SHERIFF.—Particular attention is called to the sale at auction, to be made this day, at noon, at the Merchants and Auctioneers' Exchange, Royal street, by the Sheriff of the parish of Orleans. Said sales comprise:

1. Two lots of ground, with all the buildings and improvements thereon, situated on Apollo (now Carondelet) street, between Erato and Thalia, First District.

2. A portion of ground, with the buildings and improvements thereon, situated on St. Ann street, between Rocheblave and Tonti, Second District.

3. And three lots of ground, situated on Marigny street, between Goodchildren and Morales, Third District. One of said lots forms the corner of Morales street.

For particulars and terms, see advertisements.

CONGRESSIONAL FRANKING.

We confess to no over sense of pleasure or pride in seeing the hesitation, not to say reluctance, with which the national Senate passes the bill abolishing Congressional franking. This abomination has endured so long without excuse or cause that it is wonderful to find a Republican Senate so contemptuous of the virtue and common sense of society as to pander to petty estimates of personal cost in discussing on national grounds an effete and senile practice, all the public good and expediency of which long ago went out with stage travel, the old-fashioned naval fights, horse boats, and tinder with flint and steel. Are Senators so blinded by the meanest of human interests—the merely sordid—as to be unmindful that this is an age of Lucifer matches, steam palaces, rams, Pullman's, and three cent letter postage?

When their predecessors in that great body, and our forefathers, in the better days of the Republic, established franking, it was as unavoidable and necessary as the laws proscribing crime. The Congressman could not near so well dispense with such privilege as the housekeeper with the statute against burglary; not so much because letter postage was twenty-five cents, as because it was not required to be prepaid. Had those greater men of that more ignorant age been practically as wise as we, they would, in place of the Congressional frank, have required pre-payment of postage, so that the thousand or two public-spirited patriots of a Congressional district, who wrote semi-daily or semi-weekly, or semi-monthly to their member concerning nothing, might have been led to abridge the practice in consideration of the cost. Imagine in that day the honorable members each morning finding from a wooden quart to a barrel measure of letters on their respective desks, and the postman awaiting postage; and consider that of the whole, not a letter was of the slightest interest or worth. Wonder how many days would have been necessary to install a universal flight from Congressional hall and national capital to their homes of safety, and how indispensably the private station would have become the post of honor. Indeed Congress would have been a national republican impossibility. The government would have wilted from such ultra disregard of the laws of political health.

We have yet to consider the other side of the franchise; that is, the right of honorable members to circulate gratuitously speeches and debates. A grave Senator argues with too much gravity to leave it tenable as a joke, that this is an indispensable means of public education. Of course, there may be no free schools somewheres, but in such cases reading qualifications, adequate to the proper enjoyment of Congressional buncombe, would not be overstartling nor much prevalent; and an important moral reform ought not to be impeded by a consideration of so much insignificance as the cost of such circulation at present charges. It might be calamitous not to circulate, but the calamity would fall most heavily on the member, affecting deeply, perhaps, the integrity of his *amore proper*, while his constituent would bear being spared with fortitude in a cause of such interest to the country.

Seriously there can be no live pretext for perpetuating this abuse. It is a heavy wrong, and is condemned by the mouth of that prescriptive tolerance it invokes. Its arguments can be received only with contempt, coming from the Federal Senate and involving considerations too mean for the pettiest tradesman, and too impudent for practiced charlatans. The forbearance of the people during many years, in the face of an abuse so gross indulged in a quarter so high, is the very warrant thrust in their faces to-day by honorable Senators. This is the less excusable, because it is the exercise of a power in their own hands. It follows on naturally, as one excess follows another, after the recent increase of salary bestowed on themselves by their own generosity, leaving honor out of the case, levelling congressional pride to the role of traffic, and leaving the great party of the people, the Republican party, to foot the penal cost of these individual transgressions. This from the Senate, too, in which all men look for purity of purpose; from a body supposed to sit in an atmosphere of principle where justice dwells and the highest truth abides, giving the world, as we have thought, one serene example of moderation in the exercise of power and wisdom in the promulgation of laws; such example as the world needs more than any world we know of or which is likely to be known.

It is not nearly so important that the Postmaster General tells us the government will save five millions a year by the repeal of the franking law as that a Republican Senate should be composed of gentlemen. We have even indulged the hope that only great men sit in that body, but those among them who are insensible to the delicacy of the position we have described, and to the grossness of the argument we have recited, can hardly be said to be great, or to answer even the social recipe on which, in the last alternative, we would like to repose.

STEAMBOAT RACING.

There is so much danger attending steamboat racing that no prudent captain should ever think of testing the swiftness of his craft, by permitting her to enter upon a trial of speed with rival boats. It may be, to some, a beautiful sight to see two majestic steamers, such as are to be found on the Mississippi, plowing their way up its broad and turgid waters, with streamers flying, and amid the cheers of crews and passengers, and the hissing of steam, and the fierce burning fires, striving, like race horses under the goadings of whip and spur for the mastery in speed. Admitting this is a beautiful and exciting scene, the gratification of beholding it will not compensate for the great danger to life and limb that must necessarily attend the reprehensible practice of steamboat racing. Many have been the fatal consequences of such rivalry in the past, and it should not require the warning voice of any at this time to show up the danger that must necessarily attend these useless exhibitions of what steamboats can be made to do in the way of speed. Every intelligent steamboatman knows this better than we can tell him, and, therefore, is the more responsible for acts that jeopardise the safety of travelers. A prudent man will not encourage anything of the kind in the remotest way, for he knows there is useless danger to be encountered for no good and profitable purpose. The mere fact that one boat reached a given point a few minutes before her rival in a matter of speed will not begin to compensate for the loss of safety to passengers and crew that must be endured in all trials of the kind.

We have been led to these reflections at this time in consequence of the excitement created among our people by the trial of speed between those palatial steamers, the Lee and Natchez. The subject seemed to be one of general interest, and most people anxious to have the race come off—evidently regarding it as they would a horse race, where they might win or loose a few dollars. But to the reflecting mind the public have a much greater stake in this matter than a few dollars and cents. There is life at stake, and this should lead men to think before entering upon sports that are too frivolous to incur even the prospect of fatal consequences. We have no idea that the gentlemen who command the boats in question are going to take any such risk and responsibility upon themselves as the racing of their boats would involve; and, therefore, do not credit the report that there is to be a trial of speed entered into that will test the strength and power of their respective boilers and engines. But the fact that a spirit of rivalry as to speed has been engendered would seem to imply that a question has been raised that can not be finally settled without testing the power of the engines, and the strength of boilers. Therefore, if their commanders are prudent men, the matter of superiority of speed will not be determined.

ON CARONDELET STREET.

The street for two days has enjoyed a huge sensation. There has been no discount in, around, upon or under it, notwithstanding it has affected the brokers. The great steamboat race—if we can be permitted to call it a race, after the liberal advertisiqg which has denied all intention of such sport—has absorbed universal attention. Slaughterhouse has been permitted to go down, and Ship Island to rise without diverting attention from the important question at issue between the Lee and the Natchez. They are not racing, however. Simultaneously the respective captains have determined to see what speed they can make between this and Cairo, and because they happened to leave town the same evening, is no reason for supposing that any rivalry exists between them. It is simply an experiment to ascertain how much shaking the boats will stand with a given amount of rosin, spoiled hams and bacon, petroleum and pine knots aboard, consigned to up river houses. "Shiver my timbers," is the motto of Leathers and of Cannon. One half of the brokers have adopted as a watchword the ancient proverb, "there's nothing like Leather—s." The other half relies on the reports of the Lee's Cannon to cover the losses resulting from the general depreciation of fancy stocks during the last thirty days. Betting has progressed fearfully, and the interest excited by the dual contest against time has driven away all thought of ordinary business. In fact, the oldest frequenter of the curbstones can recall no excitement to compare with that now raging about the Lee and Natchez. Wagers from $1000 to $10,000, with all kinds of odds, are frequent enough to pass without particular comment. Cabmen, policemen, newsboys and millionaires are investing, and waiting for telegraphic bulletins with mutual anxiety.

Under such circumstances it is almost useless to say anything about stocks; still there was some movement yesterday deserving chronicling and comment. The business of the day in Slaughterhouse was small but significant. Nothwithstanding the numerous decisions in its favor during the last ten days, the stock has not advanced from Thursday week until yesterday, when there was little change in its market value, although it weakened perceptibly; there was, however, no decided fall. From day to day closing prices were about the same. Yesterday the stock sold at $23, got down to $22 75; dwindled from that until it was freely offered at $22; when a sale took place of 200 shares deliverable to-day at $20 50. This transaction took the street by surprise. Three hundred shares more were offered at the same figure, but were subsequently withdrawn, and a bid at that rate was made with no takers. The stock had no settled price at the close of business hours, and no one can safely predict what it will be worth to-day. The new regulations about charges and perquisites at the Algiers *abattoir*, and the great increase of business there, ought to send the stock kiting, but they don't.

Ship Island went up again. It is said that President Brott has some good news, but if so he is very reticent about it. The stock sold yesterday all the way from 90 cents to $1, closing at, say from 95 to 96 cents. New State warrants have fallen decidedly.

The following list covers the transactions reported for yesterday:

50 Crescent City Slaughterhouse Co. at	$23 00
100 Crescent City Slaughterhouse Co. at	22 75
200 Crescent City Slaughterhouse Co. at	20 50
250 Ship Island Canal Company at	90
250 Ship Island Canal Company at	85
500 Ship Island Canal Company at	95
500 Ship Island Canal Company at	1 00
1000 Ship Island Canal Company at	96
1000 Ship Island Canal Company at	97½
100 Mississippi Valley Levee Company at	7 00
50 New Orleans, Jackson and Great Northern Railroad Company at	6 75
$2256 State Warrants, new, at	84

A note from Mr. F. Wang, superintendent, informs us that one of their new sleeping cars will leave the Jackson railroad depot at nine o'clock to-morrow morning, for a short excursion up the road. The president of the road will go out for the purpose of inspecting this car, and representatives of the REPUBLICAN are invited to accompany him on the trip.

COMMENCEMENT AT STRAIGHT UNIVERSITY.

Thursday evening the concert, which closes the commencement exercises of Straight University, took place in the University chapel. Long before the time fixed for the commencement the building was crowded, not a seat on the lower floor being vacant, and not many to spare in the galleries. The chapel seats full twelve hundred, and on this occasion a couple of hundred more squeezed in, for *la grappe*. The only instrument used was a grand piano, of sweet and powerful tone. The performers were, with two or three exceptions, all amateurs. The exceptions were Professors Basile Beares, V. E. Macarthy and A. P. Williams. No one expects from amateur perfomers the scientific execution displayed by professional artists. It is only justice to those who performed at this concert, both vocal and instrumental, to say that the whole concert was in every way creditable, and in some respects superior. We do not propose to give a detailed criticism, according to the programme, but will notice only the more attractive portion of the performance.

The opening and closing choruses were sung by thirty young ladies, led by Colonel Mason, with piano accompaniment by Professor Williams. The singing, time and tone, was excellent; but we think that the addition of a sufficient vocal bass, would have greatly increased the effect. The "Two Cousins," sung by Miss Anna Brunette and Miss Fanny Hopkins, was given with great spirit and dramatic effect. Miss Brunette also sung a song, "Trust to Luck," and Miss Hopkins another, "I'll be a Farmer's wife." Both were charmingly executed.

"In tears I pine for thee," and "Wait for the turn of the tide," were well sung by Profesior Williams; the latter of these songs, however, is, musically considered, not much.

Miss Sarah Dunn, Miss M. V. Marshall, Mrs. G. Riley, and Miss Hortense Cripps, all sung the pieces assigned them with taste and feeling. The gem of the concert was, indisputably, the duett "Tender Blossoms," Miss Anna Brunette and Miss M. V. Marshal. "A little girl's advice to her doll," was sung by little Miss Coralie Macarthy, accompanied by her father, Professor Macarthy, on the piano. This song was exceedingly comic, and the little singer entered fully into its spirit.

The French aria "Soupir du Maure," was rendered in a fair baritone voice by Professor Macarthy, and notwithstanding some inevitable conventionalities, which appear to beset most public performers, with good effect.

We notice last, though not least in the order of the programme, the performance of Professor Basile Bares on the piano. The first piece played by the professor, "Shoo Fly," with variations, was splendid. The player's command of the instrument, and conception of the subject, were indeed admirable; the more so that he did not in his variations lose sight of his theme, but kept it constantly before the ear. In this respect Professor Basile was superior to many instrumentalists, who so cover up their subject with incongruities, that the variations have as little affinity to the theme as the sperm whale who furnishes the bone has to do with the elephant who furnishes the ivory handle of an umbrella. While we do full justice to the most excellent performance of "Shoo Fly," we regret to say that the two other pieces performed by the professor do not deserve the same praise. There was the same command of the instrument, the same facility of finger, but it is this very facility that spoiled the effect, for it altogether covered up the musical expression. Professor Basile is certainly a superior performer, but like many other good performers, he seems to sacrifice intelligibility to a display of digital dexterity, so that theme and meaning are lost in a cloud of roulades. Such music resembles the florid oratory of one who would use no words of less than three syllables. Still, Professor Basile is entitled to be ranked as a performer of rare excellence. His fault arises from being bound by conventionalities.

On the whole, the concert was very successful, and gave great pleasure to the large audience who attended.

The House last Tuesday promptly passed the bill for the transportation of merchandise in bond from New York and Eastern ports to Chicago, St. Louis, Louisville, Cincinnati, Evansville, etc. A statement of the customs collected at the latter cities for one year from May 1st, 1869, to May 1st, 1870, materially aided the passage of the bill. It is as follows: St. Louis. $1,847,775 40; Cincinnati, $481,285 62; Chicago, $698,476 22; Louisville, $108,388 42; Evansville; $3,440 48. The bill went to the Senate. The goods on which duties are collected at most of the ports named were handled by the New Orleans Customhouse officials, and that is what makes the apparent expenses of collecting the customs revenue here so disproportionately large.

CELEBRATION OF THE FOURTH.—The John Brown Pioneer Republican Club has made extensive arrangements for celebrating the Fourth of July, at the Zion Church, on Johnson street. We have been permitted to see a plan of the exercises, which has been well prepared, and will be very attractive. Full particulars will be given to-morrow morning.

The St. Louis *Democrat* of Monday says:

It is believed that the Belle of Pike will never more tie up here during the winter. She goes down the coming fall to run in a trade from New Orleans. The Belle of Alton will likewise go South, and run between New Orleans and Red river. The Susie Silver raised steam on Saturday at Carondelet, and her machinery worked properly. After the fourth, when she is completed, a grand blow-out will be given on board, and then she will load for New Orleans at the Merchants' Southern Line wharfboat, in which Captain Silvers owns one-eighth.

GRAND EXCURSION,
JUBILEE
AND FOURTH OF JULY FESTIVAL,
At
MAGNOLIA, MISS.,
July 2, 3 and 4, 1870.

The CENTRAL HOUSE is provided with all the facilities to accommodate the excursionists, and will, for this occasion only, reduce the price of board to those having excursion tickets, to ONE DOLLAR AND FIFTY CENTS per day, thus making the round trip and two days' board for $5.

H. GOTTIG, Lessee.
jy1 2 3—2dp

FOURTH OF JULY!

FIRE WORKS! FIRE WORKS!
ROMAN CANDLES, SKY ROCKETS, SUNS AND FIRE CRACKERS.
BALLOONS, BALLOONS,
From five to twenty-five feet in circumference.
FLAGS! FLAGS!
BANNERS MADE TO ORDER.
MARSHALS' STICKS AND ROSETTES.
Ready, for sale at
B. PIFFET'S,
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NEW ORLEANS RICE DEPOT.
A. MAUREAU,
No. 42 Peters Street,
Between Customhouse and Bienville Street.
ALWAYS ON HAND
A
LARGE STOCK OF RICE.
ORDERS PROMPTLY FILLED.
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ZABLE & DALTON,
No. 115 Poydras Street,
MANUFACTURERS OF TIN AND JAPANNED WARE.
DEALERS IN
Stoves, Grates, House Furnishing Goods, etc.
AGENTS FOR
The Times Cooking Stoves, Bramhall, Deane & Co.'s European Ranges and Boilers, Asbestos Roofing; Arbor, Bird and Animal Cages.
We are now manufacturing all kinds of Bath Tubs, Toilet Ware, Water Coolers, etc., which we are selling at lowest market prices.
ZABLE & DALTON,
apSly 312dp No. 115 Poydras street.

QUARANTINE.

PROCLAMATION BY THE GOVERNOR.

STATE OF LOUISIANA, Executive Department, New Orleans, May 23, 1870.

WHEREAS, An act of the Legislature, approved March 15, 1855, entitled "An act to establish quarantine for the protection of the State," provides that the Governor of the State shall issue his proclamation, upon the advice of the Board of Health, declaring any place where there shall be reason to believe a pestilent, contagious or infectious disease exists, to be an infected place, and stating the number of days of quarantine to be performed by the vessels, their passengers, officers and crews, coming from such place or places.

Now, therefore, in pursuance of the provision of the act aforesaid, I issue this my proclamation, and declare the places hereafter named to be infected places, and that all vessels, together with officers, crews and passengers, and cargoes, arriving from such places, or having touched or stopped at any of them, shall be subject to a quarantine of not less than ten days, or for a longer period, as may be considered necessary by the Board of Health, to take effect from and after the FIFTH DAY OF JUNE, 1870. Any violation of the quarantine laws, as here proclaimed, will be severely punished.

The places which are hereby declared infected as aforesaid are the following, to wit: Havana, Matanzas, Trinidad, Cardenas, St. Jago, all on the Island of Cuba; Port Royal and Mistego bay, on the Island of Jamaica; Jacmel and Port-au-Prince on the Island of St. Domingo; the Islands of St. Thomas, Martinique and Guadaloupe; Campeachy, in Yucatan; Belize, in Honduras; Vera Cruz, Alvarado, Tampico, Matamoras and Tuspan, in Mexico; San Juan, in Nicaragua; Chagres, Aspinwall and Porto Bello, in Central America; Maracaibo, in Venezuela; Laguayra, Island of Trinidad, Rio de Janeiro, Para and Cayenne, in South America and Nassau, New Providence.

Given under my hand and the seal of the State, this thirty-third day of May, 1870, and of the independence of the United States the ninety-fourth.

H. C. WARMOTH,
Governor of Louisiana.

GEO. E. BOVEE,
Secretary of State. my25

THE CHEAPEST CLOTHING IN TOWN.
FOR MEN, BOYS AND CHILDREN,
Fifty Per Cent Less Than Any Other House.
Goods Manufactured Expressly for my Sales, and of the Very Best Quality.
NEW SPRING GOODS,
LATEST STYLES AT ALL PRICES
D. MERCIER,
Corner of Dauphine and Bienville Streets.
Give me a call. Come quick while the goods are fresh and the sizes well assorted. ap22 2dp

A GREAT IMPROVEMENT
BANQUETTES, CARRIAGE WAYS, BASEMENT AND WAREHOUSE FLOORS, CEMETERY AND GARDEN WALKS, SCHOOL YARDS ETC.
BYRNES'
IMPROVAD CONCRETE PAVEMENT
LAID BY
PAGE & CO.,
98 CAMP STREET, NEW ORLEANS.

The following are a few of the reasons why this CONCRETE should be used in preference to all other materials:
1. It has been tested through one of the hottest of New Orleans summers, and found not to soften by the heat of the sun.
2. Being in general use at the North, it necessarily must be proof against cold.
3. It is as durable as stone and much less expensive.
4. It is perfectly impervious to water, and consequently quickly becomes dry when wet.
5. It makes no dust in dry or mud in wet weather.
6. It does not crack or crumble, nor is it washed by the rain.
7. It is impenetrable to grass weeds or water.
8. It prevents noxious vapors or gases, arising from the ground beneath, and affords no reservoirs for filth or festering decompositions.
9. It is laid down quickly, and ready for use when finished.
10. It is easily taken up, easily relaid, and easily repaired when necessary.
Some of the places where this work has been done, and a few of the parties who have had it put down, may be known by the following references; and most of the persons named can and will cheerfully give all of the information desired. An examination of the work is solicited:

William McCulloch,	George Horter,
Theobald Forstall,	Lafayette Square,
E. O. Palmer,	New Orleans Gasworks,
Henry Bensel,	Penn's Cotton Press,
B. McKenna,	H. S. Seward,
E. W. Burbank,	John W. Madden.

For the present, after the foundation is prepared and curbing set, Cemetery, Park and Private Walks, will be laid for from $1 to $1 25 per square yard. Private Carriage Ways, Heavy Sidewalks, Depot and Warehouse Floors for from $1 25 to $1 50 per square yard.
For all further information in relation to this business, or for the laying of this kind of work, apply to
PAGE & CO.,
mh20 2dp 98 Camp street.

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BEST PROTECTION FROM FIRE.
WON A GREAT VICTORY AT THE LATE trial Fire on Canal street.
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A BEAUTIFUL SILVER MEDAL.
At the Texas State Fair Over Two Competitors.
DAVID E. BRADLEY,
General Southern Agent, No. 26 Carondelet street, New Orleans.
Send for Circulars and apply for agencies.
L. A. GUILLIOTTE,
Agent for New Orleans, No. 28 Carondelet street.
Machines always on hand for sale. my23 eod 6m

RICHARD C. BOND,
(T. F. FISHER),
STOCK AND NOTE BROKER,
No. 168 Common Street.
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Sells all kinds of
MACHINERY,
General Southern Agent for
Watertown Steam Engine Company,
Builders of
Excelsior Patent Portable Engine, with Cylinder in Dome, Locomotive Boiler.
Plantation and Farm Engines,
Mounted on wheels, with Spark Arrester.
STATIONARY ENGINES
Of all Sizes,
With Flue, Tubular or Locomotive Boilers.
Improved Reversible Circular Saw Mills,
Can be set up either Right or Left Handed, without altering any part of Mill or Carriage.
J. D. BROOKS' Improved Jonvan Turbine Water Wheel,
Shafting,
Hangers,
Pullies,
Car Wheels,
Mill Work.
All the above are built under the personal supervision of MR. G. BRADFORD, the Pioneer in Portable Steam Engine Building.
Which enables them to produce MACHINERY UNSURPASSED BY ANY.

COTTON GIN.
Manufactured by
J. E. Carver & Co.,
Bridgewater, Mass.
These Gins have been in use for many years, and received the highest MEDAL awarded at the Paris Exposition,
And are built under the superintendence of
Mr. J. E. Carver,
The only person of the name who is engaged in the manufacture of COTTON GINS.
J. B. KNIGHT, Agent,
76 Carondelet street.
Also the following from the BEST MAKERS:
Sugar Mills, Evaporators, Sugar Kettles, Portable Cotton Presses, Newell Screws, Corn and Wheat Mills, Seed Carriers, Horse Powers, Belting, Saws,
Broom Corn Thrashers,
To run by hand or power.
Broom Corn Scrapers,
Wood Working Machinery, and all Varieties of Mill and Plantation Machinery.
W. H. SEAMAN.
J. B. KNIGHT,
je16 1y2dp No. 76 Carondelet street.

LOUISIANA STATE UNIVERSITY,
(NAME CHANGED FROM LOUISIANA STATE SEMINARY),
BATON ROUGE LOUISIANA,
Founded and Supported by the State of Louisiana.
NINTH SESSION.
Now in progress, will close last Wednesday in June, 1870. The next session will begin first Monday in September next, and will continue ten months.
ACADEMIC BOARD
Consists of a full corps of able instructors in all branches of Literature and Science usually taught in the best colleges and universities.
COURSE OF STUDY
Embraces a Preparatory and an Academic Department, including a Literary, Scientific and Optional Course, a special School of Civil Engineering and a Commercial School.
LIBRARY, APPARATUS AND CABINETS,
Well selected and valuable. The Geological and Mineralogical Cabinets, etc., the largest and most complete in the South, embracing the extensive collections of the late Colonel Wailes, of Mississippi, and the Cabinets of the Topographical, Geological and Botanical Survey of Louisiana.
ADMISSION
Granted to Cadets not under fifteen years of age, who know Arithmetic, English Grammar and Geography.
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Of every kind, except clothing, for ten months, $350; $300 payable in advance, balance February 1, or by accepted draft, at eight per cent., for ninety days. Payments may be made through the Canal or Citizens' Bank.
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