New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, JULY 13, 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, No. 94 Exchange Alley.

C. C. Haley, No. 19 Commercial Place.

C. G. D. Holle, No. 61 Exchange Place.

James Ennis, Pontchartrain Railroad depot, Third District, also at depot foot of Lafayette street, First District.

John Schafer, corner of Ninth and Constance streets.

J. W. Long, corner of Love and Enghein streets, Third District.

E. S. Marks, opposite Jefferson market, Sixth District.

W. R. Dirks, No. 34 Annunciation street.

ONE HUNDRED DOLLARS REWARD.

THE NEW ORLEANS REPUBLICAN will pay *One Hundred Dollars* to any person who will find and restore to its afflicted parents the infant daughter of Thomas Digby, recently abducted, and give such information as will lead to the arrest and conviction of the criminal.

Many of the line officers of the Louisiana State militia have received their commissions.

Communication from Colonel Noel, on the Slaughterhouse question, on the first page of this paper.

It is stated that there is danger of the total extinction of elephants, the hunters are killing them off so fast.

There is a very large increase of students at the German universities this year—especially at Heidelsberg.

Ice has riz. If you want to know the particulars, read the special notice of the Crescent City Ice Company.

Captain Osgood's Lafourche packet Right Way leaves at 5 this afternoon. She leaves every Wednesday and Saturday at 5.

The new letter boxes multiply on street corners, and a letter for the Postoffice may now be dropped in almost anywhere.

We have received from Lieutenant Governor Powers, of Mississippi, copies of his speech in the Senate on a uniform system of public education.

The Opelousas packet J. G. Blackford leaves on her regular time to-day. Captain Burton and Mr. Schmit will always be found at their posts.

A Pennsylvania farmer states that he cured his daughter of the Grecian bend by pouring water on her, and holding her out in the sun until the warped back again.

General William H. Parsons, a member of the Texas State Senate, has been appointed Major-General of the Texas State militia. General Parsons is an ex-Confederate.

The Baton Rouge packet St. John, Captain W. R. Greathouse, and clerk J. A. Comstock, leaves at 10 A. M. on Wednesdays and at 5 P. M. on Saturdays.

Hon. A. B. Bacon, member of the State Senate, has been appointed by Governor Warmoth to inspect and report on the books and accounts of the Board of Metropolitan Police.

We have received from Senator Kellogg a copy of the roport of the recent committee appointed to investigate the memorial of Davis Hatch, the Connecticut citizen who was imprisoned in San Domingo.

Mr. Bragdon, who performed the duties of that position during the recent absence of Mr. Remick, has been appointed private Secretary of Governor Warmoth, now that Mr. Remick has been selected as clerk of the Fourth District Court.

Governor Warmoth has appointed Emerson Bentley Justice of the Peace Third Ward, St. Mary parish. Benjamin F. Flanders, S. C. Emley, Alfred Shaw, J. R. West, L. T. Delassize, E. W. Pierce, H. Bonzano, John S. Walton, directors of the Milne Asylum for destitute orphan boys.

The City Administrators, accompanied by City Surveyor Bell, went on a grand wharf inspection tour yesterday morning. They took a tugboat and made a thorough inspection of the entire wharf front of the city, so far as to form an idea of the amount of repairs it may be necessary to make.

One million of the three millions city seven per cent bonds arrived here yesterday morning from New York. They were printed by the National Bank Note Company, and are admirably done. Two millions of dollars of these bonds were sent to Europe to be negotiated by Mr. Cavaroc, but the bids not being sufficient they will be sent here.

The Board of Supervisors of the Louisiana State University have made the following appointments additional to the present faculty: Colonel Edward Cunningham, of Kentucky, professor of natural philosophy and commandant of cadets; and Dr. E. N. Hilgard, of the University of Mississippi, professor of agricultural chemistry and geology.

The weekly mortuary report for this city, which should have appeared yesterday, discloses the gratifying fact that the whole number of interments during the week ending Sunday morning, was only 132. New Orleans is decidedly the healthiest city in the United States, the mortality now being much less than the average, while in New York the deaths were greater last week than for any similar period during the last fifteen years.

PERSONAL.—Major D. Urban, Clerk of the United States Circuit Court, and family were among the passengers on the St. Louis packet Olive Branch, which left last evening. A number of friends went down to the boat "to see them off," and were treated to a delightful ride to Carrollton by the polite, genial, whole souled Captain McCord. The Olive Branch is one of the largest and best arranged steamers that comes to this port and we congratulate our friend Urban upon his good fortune in securing such a good boat for his pleasure trip.

PNEUMATIC RAILWAY POWER.

However familiar we become with the advances of science, the way of progress yet seems strange. All providential things seem strange to us, because we know so little about providence, and care so much less. If men were habituated to the thought even that some overruling power disposes, however they propose, they would find within themselves readier means of comprehending, and more facility in applying the phenominal wonders that so frequntly, in these later days, leave us as they find us—astonished, merely, and unprepared for the advantages providentially provided, as well as insensible to our loss from so obdurate an ignorance.

We are old enough, besides being penridden by destiny, to have learned watchfulness of providential ways; and we sometimes guess prophetically concerning the phenomenal works of providence, which men go about doing, unknowing why, and perform, scarce knowing how. And we run just here upon the appropriate mention of a basic error in the very social foundations of the wide, wide world, as old as civilizations, and which will not occur to our readers till such mention be duly made. This error lies in the universal conviction that the wisdom of the present day is derived from olden times, and the more ancient the more wise; whereas, in very truth coming events cast not their shadows, but their light, before them, and we see our way darkly as through a pneumatic tunnel, into marvels which would, on the one hand, as much amaze the Athenians of twenty centuries ago, could their eyes behold them, as would the Athens of to-day, could they see it, peopled as it is with brigands and shoplifters, on the other. Yet our own people are more or less attaining to the Indian gift of self-control—abnegating the appearance of surprise—unless at surprise parties on the occurance of any wonders, however inherently amazing and however got. We are learning to respond to expectations of phenomenal surprise by such ejaculations as "very likely," and "we shouldn't wonder," but the marvellous qualification still remains in spite thereof, and of the heavy wet supplied by the numerous Jemmy Twitchers of society, who incontinently ignore everything with the exclamation, "wot ov it?"

About ten years ago we read a book called "McPenetratia," written, we believe, with no view to revolutionize science, nor to revolutionize society, but a philosophical book, in which was contained an unconcerned statement, now apparently coming into prophecy, to the effect that air should presently become the means by which railroad cars were to be propelled throughout all the cities of the civilized world. The cry for air at this time in the great city of New York, as attested by its journals, would seem to be the unquestionable forerunner of its realization, while the developments toward practical success in our own city, under the auspices of the incorporated pneumatic company, seems destined speedily to make assurance doubly sure.

It is by the events of the last two years in our own city, and not by the memory of such book, or by any providential instincts that we have been led to these remarks. It was in September, 1868, as we learn, that the incorporation we refer to first proceeded to patent its various discoveries or inventions, and to put in operation the principles of enginery, or of propulsion, on which it relied for the attainment of this great object. The popular confidence, when it became known, seemed spontaneous, for without apparent cause its stock became a favorite "fancy," and with ready operators in abundance, duly confident and blind, it ran to a figure of moment, say fifty fold its nominal value. Then, on experiment, it became a disappointment and a pain to many. Its friends had encountered losses and the why of such event was as inexplicable as the initial why, for first experiments in new fields of science always fail. Transactions ceased, but courage and confidence remains with its stockholders, who refused succor and subsided into work. It was said there had been conflict in the department of the ruling wisdom, and hence, disaster. It was said there was frailty in the brain fountain, and that it supplied weakness in place of power. But anyhow our local pneumatics were not *functus*, nor ever obsolete, but remained in process of growth, and now, we learn, are expected to flower at about the next ides in the calendar.

In the meantime the idea of propelling street cars by means less mulish than by means of mules, and at less cost, branched out of the realm of pneumatics and became a quickener to various inventive minds. Several substitutes for the discomfited air engine were announced in turn and rapidly evoked. A marvel of popular credulity culminated in the approval of a plan by which one or more unhappy men, and much reluctant machinery, were to do the work of propelling in lieu of the emancipated and rejoicing mule. This stock was dispensed by hundreds of shares, at a weak figure to be sure, but perhaps not so weak as the brain element concerned in dispensing it. It is, we believe, the only project of propulsion that has totally disappeared.

Others have kept the patent office and a few mechanical constructionists more rationally employed. The problem of ammonia, as a power for moderate and unintermitting propulsion, is being solved. We have been told that it has chosen a field more affluent in appliances and more prolific of effects than New Orleans affords, but have no actual knowledge as to its purposes or present hopes. In addition to these came Gerties' spring car, which was to be wound up, and then gradually unwound into demonstrations of speed as the watch denotes time. We learn that this is of Sorosian origin, having the strong-minded feminine element at its helm. We, therefore, indulge the masculine privilege of expressing our best good wishes toward this enterprise, whatever be its hazard or its hope. May its shadow never be less—as indeed it could not well be. Another expectation recently indicated its promise by means of a handsomely constructed model, exhibited in the rotunda of the St. Charles Hotel; its power consisting in an india rubber coil applied to the work of propelling, by means of simple and appropriate machinery. This, too, is in the hands of a stock company, with a bewildering extent of "fancy" for its present stage of development.

But we have overshot our ideas of permissable space before approaching conclusions. We referred to the metropolitan cry for air in the Empire State. There, too, pneumatics have proceeded toward instituting ventures and organizing sensations. No progress, however, is denoted as yet, excepting in a heavy product of theories, and the scientific pot will require much boiling down before any effective demonstrations can be expected. One suggestion after another is aired in the public prints, one impracticability, on the heels of another impracticability ventilated at the lyceums and institutes, without so far concentrating toward experiment, or giving promise, even to the ear, of the prevailing expectation and current need. Learned societies have taken the work of theorizing in hand and preach good prospects, but nowhere are there discoverable signs of tangible relief. In the meantime the "Elevated Railway" plan of transit grows in popularity, thus increasing the necessity of a motive power adapted to its use. A "cable" railway, a "post" road, and a "velocipede" road have severally been made eligible on paper, and through the illustrations of eloquence. A "common sense plan," in which the writer dispenses with any scientific information respecting the subject as unnecessary, has attracted favorable comment, which is a fair indication of the present state of Northern progress in the propelling of railroad cars without that animated motor known as the Northern horse. There is no present probability that New Orleans will fail to secure the honor, as well as gain, consequent upon reaching the true scientific solution of this great and important problem, and upon supplying the country and the world with that yet mysterious power which is so obviously felt, although still unknown, and for which the demand is so universal, and the requirement so great.

THE RED RIVER RAFT.

Among many hopeful signs of the times may be noted the fact that the removal of the Red river raft is now earnestly agitated among the people whom it more immediately concerns, the planters on Long Prairie, in the parish of Caddo, and by the people generally of the Red river country.

That the complete opening of Red river would bring ample benefit, annually increasing, which would far more than justify the outlay, it requires no argument to prove. It would be an annually increasing benefit to the towns on the great rivers and to the great marts of commerce, New Orleans, St. Louis, etc.

There is no dispute that the great internal improvement of removing the Red river raft ought to be a State work, and that the ways and means should be provided for by legislative act. Yet, in the present condition of the State resources, a long time may elapse before the aid of the State Legislature could be obtained. Under these circumstances, if the raft could be removed by means within the compass of those more directly interested, the work should be taken in hand, trusting to the State for eventual reimbursement. It has been stated that the removal of the raft, in its present condition could be attained by an expenditure of $150,000. We can not vouch for the correctness of this estimate; but surely, were the sum required double the amount above stated, the means necessary for removing the raft could be obtained throughout the country contiguous to it, and which would be the first to feel the advantages resulting from the opening of Red river, making it navigable for at least eight months in the year, as high up as Jefferson, Texas.

We hope the next news will be that the citizens of the Red river country have, besides agitating the matter, taken active steps for the accomplishment of this great enterprise.

THE OUACHITA TRADE.

The St. Louis *Republican* suggests to its business men a means of securing the trade of the Ouachita river, by a line of light-draft packets, and so divert the trade of the Ouachita country from New Orleans. How feasible this project of taking away the trade of New Orleans to other cities may be, remains to be seen. But it is well that our merchants and business men should know that such a project is mooted, and that it is spoken of in connection with the assertion that the project is highly practicable, as the St. Louis people will have the advantage of superior cheapness in transportation, and the saving of the commissions of our merchants and factors. We have no trade to spare; our industry needs building up in all quarters. Every attempt to divert our commercial business should be subject to jealous watchfulness, and every means taken to avoid such loss, by superior enterprise, and addition to our means of transportation.

OUR DO-NOTHING POLICE.

The *Times*, seldom correct in its comments on the public affairs of this city, has the following very sensible and just remarks on the inefficiency of our present police organization:

While honoring the generous motives which have prompted several sympathizing gentlemen to offer individual rewards for the recovery of "the stolen child," we think the police should have been especially excepted from all benefit therein. Few other people receive rewards for merely doing their duty, and it is a bad precedent—much in the light of encouraging crime, to tempt with heavy rewards public servants charged with its suppression. In the present instance the police department has so thoroughly demonstrated its entire inefficiency and utter worthlessness, that penalties are more properly in order than rewards. No possible excuse can be offered for the delinquency of its members in allowing the perpetrators of a crime of such magnitude to go undiscovered for a whole month. Had their duties been properly discharged—had the organization of the force been as complete as the people had a right to expect—not forty-eight hours would have elapsed before the lost child, if alive, would have been returned to its mother's arms. The Metropolitan Police, do not, under any circumstances, now deserve rewards, but rather require an entire reorganization from the highest official to the lowest super numerary.

ON CARONDELET STREET.

Barring a very considerable stir in gold, the street did no business worth the name yesterday. Slaughterhouse did not put in an appearance. No transaction in the stock was reported, and as a matter of course, we can record no change in its market value. Valley Levee was sold at $5, and Ship Island brought 82½ cents. The condition of gold absorbed attention generally, and there was quite a movement in exchange.

The telegrams from Wall street as to the price of gold, varied very much during the day. An unusually large amount amount changed hands here after twelve o'clock at from 113⅛ to 113¼. Until two o'clock our market was quite steady, but at that time, private dispatches were received quoting gold at 114 and rising. This was accounted for by European complications, and immediately the bulls were joyful. The bears began to feel better, however, when a telegram dated New York, three o'clock, came to hand, fixing the price at 113⅝. The figure here remained firm at 113¼. Every sort of calculation was knocked to prices subsequently by a dispatch received at four o'clock, giving the rate at 112¼. The bears give each other a series of congratulatory and fraternal hugs, and lugubrious were the countenances on the other side of the street. Private dispatches ascribed the sudden fall to the passage of the funding bill by Congress. At five o'clock further news was received from New York, setting the price there at 112¼, and giving a new version of the causes leading to the tumble. This time it was declared that Prussia had backed down from her position relative to the candidature for the Spanish throne. At this hour it is impossible to say whether either of these rumors was well founded, as the press dispatches are not yet at hand; but the effect of the fall upon the pockets of some of our leading dealers is all the same, whether the cause had any adequate basis or not.

The operations of the day in gold must have footed up from $200,000 to $250,000, a large day's business at this season and in this market, which is emphatically not a gold market at any time.

Mr. Charles Bendix, lately an officer of the Germania National Bank of this city, and a gentleman very favorably known for integrity and business qualifications, is engaged in procuring subscriptions to the capital stock of a proposed new national bank, to be located here under the new distribution and apportionment of banking facilities provided by a recent act of Congress.

[Communicated.]

"SHAMEFUL."

EDITOR REPUBLICAN:

A glance at the Planter's *Banner* of July 6, was centered upon the above heading to a leader which occupied over a half column. I read it carefully, and yet I do not know exactly what it means. What did "shameful" signify? The editor wished his readers to know that the late postmaster of the little village of Franklin had been removed, and a new one appointed. I know nothing of the relative merits of either. My entire information of a reliable character I receive from the columns of the *Banner*. Of the one it says:

"He is no politician, he is a young man of unexceptionable habits and character, so far as we can learn, and he makes an honest living by honest industry."

Of the other:

"He is a low-flung fellow, without energy, without brains, without principle; a mere tool in the hands of the Brashear conspirators to stir up the bile and indignation of the best people in the parish." * * * "Dr. Darrall is doubtless the man whose influence forced John Migeot in the postoffice at Franklin."

In one sentence the editor gives the pith of his complaint:

"When studied injustice is practiced from day to day on villages and communities, where no possible good can arrive from it; when food and stimulants for mobs, lawlessness and assassinations are sent from Washington to be dealt out to a peaceable people, what can we expect but trouble, insubordination and crime!"

I do not wish to pass an opinion upon this as a mere partisan. It is a matter in which I have no other concern except such as I conscientiously feel that I ought to have as a free-spoken member of the commonwealth. I have read the *Banner* frequently. It contains much useful information from time to time concerning the Attakapas region, and is in many respects a live newspaper. I was surprised at the littleness displayed in the article in question. Why should the "bile and indignation of the best people in the parish" be stirred because of the change in a postoffice? It is granted, certainly, that the removal of a man who makes an "honest living by honest industry" to make way for an immoral, incompetent person is a grievance of sufficient weight to call forth censure; but certainly it does not warrant the general conclusion made by the editor of the *Banner*. If so slight a matter is sufficient to "increase trouble, insubordination and crime," is it not high time for that editor to centre his efforts upon measures to institute a calmer, more dispassionate feeling among his readers?

The editor certainly knows how appointments are now made, and how they have been made ever since the institution of government. He is a man experienced in politics. If by various means a bad selection has been made in the appointment of a postmaster at Franklin, he knows that the inhabitants of that town have not been limited in the pursuit of happiness to any extraordinary degree. Why could he not be content with reasonable censure, until the Democratic party carried the next Presidential election, and then a postmaster of his own ilk will be appointed?

With the hope that this editor will give the full measure of his talent to the better interests of his community; and thus hasten the commercial and internal prosperity of Louisiana. I am, with respect, a member of the press. EMERSON BENTLEY.

MARRIED.

BOUCIER—THOMPSON.—On the ninth instant, by the Rev. Father Simon, at the residence of the bride's father, CHARLES BOUCIER to E. KATIE THOMPSON, eldest daughter of General M. Jeff Thompson.

GUNS, RIFLES, PISTOLS.

At Very Low Prices.

200 Double Barrel Guns at $9, $10, $15 and $20 each.
100 Rifles at $12 and $15 each.
100 Revolvers at $8 and $10 each. Also,
100 McClellan Saddles at $5 each.
100 Sets Wagon Harness at $3 50 a set.

Large stock Hardware and Cutlery at reduced prices, for sale by

S. B. CHURCHILL & BRO.,
81 Tchoupitoulas, between Poydras and Lafayette.
jy6 1m

CORRESPONDENCE.

NEW ORLEANS, July 11, 1870.

A. B. Philips, Esq., Attorney at Law, No. 6 Camp street, New Orleans, Louisiana:

DEAR SIR—I have received instructions from the Company to settle claim on policy No, 20,905, issued June 21, 1867, on the life of Major HORACE F. MORSE, deceased, for Five Thousand Dollars ($5000), as per following statement:

Dr.—To policy No. 20,905	$5000	
To three dividends of 50 per cent.	432	—$5432
Cr.—By check herewith	$4948 16	
By three notes surrendered	432 00	
By interest on dividends paid before due	51 34	—$5432

Enclosed please find for Mrs. Regina Morse draft on Hartford for the above amount, and three (3) premium notes of the late Major Horace F. Morse, returned, canceled by dividends.

Very respectfully,

GEO. S. DARLING, General Agent.

LAW OFFICE, No. 6 CAMP STREET, New Orleans, July 12, 1870.

George S. Darling, Esq., General Agent Phoenix, Mutual Life Insurance Company, of Hartford, Connecticut:

DEAR SIR—Your communication of the eleventh instant, covering draft PHŒNIX MUTUAL LIFE INSURANCE COMPANY, of Hartford, Connecticut, for $4948 16, as per your statement inclosed in settlement claim of Policy No. 20,905, on the life of Major HORACE F. MORSE, deceased, has been duly received.

In behalf of Mrs. REGINA MORSE, allow me to thank you for your kindly action in the premises, and through you let me tender the veteran Company which you may justly feel proud of representing, my heartfelt gratitude for the promptness with which they have come forward and aided an afflicted widow. A promptness, which, although characteristic of the PHŒNIX, is more keenly appreciated now by me, in view of the interest I naturally feel in this particular case.

The cancellation of the notes by equalizing dividends is certainly a most striking feature and noble provision of your Company, and the highest tribute I can pay it in acknowledgment of this beneficent principle, is my cordial indorsement of its advantages, and warm recommendation to all my friends.

jel3 1t A. B. PHILIPS.

J. B. KNIGHT,

76.....Carondelet street.....76

Sells all kinds of

MACHINERY.

General Southern Agent for

Watertown Steam Engine Company,

Builders of

Excelsior Patent Portable Engine, with Cylinder in Dome, Locomotive Boilers,

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 Joinvan

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.

SOUTHERN COTTON GIN,

Manufactured by

J. E. CARVER & CO.,

Bridgewater, Massachusetts.

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,

No. 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,

jel6 1y2p No. 76 Carondelet street.

THE CHANGE,

S.....Carondelet Street.....S

Will open on TUESDAY, July 5, and keep constantly on hand the choicest WINES, LIQUORS and LAGER BEER, etc., with a SUMPTUOUS LUNCH daily, from 10½ A. M. to 1 o'clock P. M.

Proprietor Frank Landfried hereby solicits the patronage of his numerous friends, and the public generally. jy3 1m2dp

NEW ORLEANS RICE DEPOT.

A. MAUREAU,

43.....Peter Street.....43

Between Customhouse and Bienville streets.

ALWAYS ON HAND

A

LARGE STOCK OF RICE.

ORDERS PROMPTLY FILLED.

e19 2p 1y

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 2p

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 Mintego bay, on the Island of Jamaica; Jacmel and Port-au-Prince on the Island of San Domingo; the Islands of St. Thomas, Martinique and Gaudaloupe; 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 Cayenne, in South America, and Nassau, New Providence.

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

H. C. WARMOTH,
Governor of Louisiana.

GEORGE E. BOVEE,
Secretary of State. my25

A GREAT IMPROVEMENT.

Banquettes, Carriage Ways, Basement and Warehouse Floors, Cemetery and Garden Walks, School Yards, Etc.

BYRNES'

IMPROVED 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 creak 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. C. 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 2p 98 Camp 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

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ADMISSION

Granted to Cadets not under fifteen years of age, who know Arithmetic, English Grammar and Geography.

EXPENSES

Of every kind, except clothing, for ten months, $350; $200 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.

Cadets received at any time during the session, and charged from date of entrance.

DISCIPLINE,

Military, with daily drill. A battery of four guns will afford facilities for instruction in artillery. Uniform of Cadets—Cadet-grey cloth, to be had at the Institution at a cost of twenty-five dollars per suit.

For further information, address

D. F. BOYD, Superintendent,
Baton Rouge, Louisiana.

May 1, 1870.

Office of the University in New Orleans, at Swarbrick & Co.'s, 59 Camp street.

Until the rebuilding of the College edifice, lately destroyed by fire, near Alexandria, the Institution is temporarily located at Baton Rouge, in the Deaf and Dumb Asylum. Location very healthy, and accommodations ample for a large number of Cadets. Number this session, one hundred and seventy.

my17 1y

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INSURANCE.

MERCHANTS' MUTUAL INSURANCE COMPANY

OF

NEW ORLEANS,

104.....Canal Street.....104

SIXTEENTH ANNUAL STATEMENT.

In conformity with the requirements of their Charter, the Company publish the following statement:

Premiums received during the year ending May 31, 1870, including unearned premiums of the previous year—

On Fire risks		$778,228 69
On Marine risks		134,634 33
On River risks		272,643 63
Total Premiums		$1,175,507 35
Less unearned Premiums		228,555 00
Net earned Premiums, May 31, 1870		$946,952 35
Losses Paid—		
On Fire risks	$295,899 76	
On Marine risks	34,540 69	
On River risks	91,099 86	
	$421,540 31	
Taxes	47,968 89	
Reinsurances and return Premiums	34,914 30	
	$504,423 30	
Deduct interest, less expenses	33,966 10	—470,457 40
Profit		$476,495 09

The company have the following assets:

Real Estate		$125,060 93
City Bonds		132,940 00
Bank and Railroad Stocks		37,456 00
Notes secured by mortgages		529,555 85
Notes secured by pledge		67,404 49
Bills receivable		44,417 69
Premiums in course of collection		69,929 25
State Bonds		1,500 00
Scrips of other companies		7,000 25
Stock of Valette Dry Dock Company		19,800 00
Stock of Levee Steam Cotton Press		2,300 00
Stock of Marine Dry Dock and Shipyard Company		2,700 00
Stock of Louisiana Equitable Life Insurance Company		250 00
Mortgage Bonds Grand Lodge of Louisiana		5,000 00
Mortgage Bonds Turners' Association		2,000 00
Mortgage Bonds Odd Fellows' Hall		5,000 00
Mortgage Bonds Ice Manufacturing Company		6,250 00
Judgment on Mortgage Notes		12,000 00
Cash on hand		382,790 00
Total assets		$1,555,154 54
Less—		
Unclaimed Interest and Interest payable July next on all outstanding scrips of the Company	$103,380 52	
Issues of Scrips for the years 1861 and 1862, payable in July	204,555 00	
Unearned Premiums on the thirty-first May, 1870	232,555 00	
		540,490 52
		$1,014,662 96

The above statement is a just, true and correct transcript from the books of the Company.

PAUL FOURCHY, President.
G. W. MOTT, Secretary.

STATE OF LOUISIANA, Parish of Orleans, City of New Orleans.

Sworn to and subscribed before me the third day of June, 1870.

S. MAGNER, Notary Public.

At a meeting of the Board of Directors held on the third day of June, 1870, it was resolved to declare a Scrip Dividend of Fifty (50) per cent on the net earned participating premiums for the year ending thirty-first May, 1870, for which certificates will be issued on and after the first day of August next. Also, to pay on and after the second MONDAY in July next, the whole issues of Scrips for the years 1861 and 1862, and six per cent interest on all outstanding Scrip of the Company.

Directors:

P. Fourchy,	P. Maspero,
D. McCoard,	M. Puig,
L. F. Generes,	P. S. Wiltz,
S. Z. Relf,	Joseph Hoy,
D. A. Chaffraix,	Charles Lafitte,

J. J. Fernandez. je3 tf

ATTORNEYS AT LAW.

A. W. ROBERTS,

ATTORNEY AND COUNSELLOR AT LAW,

22.....Commercial Place.....22

New Orleans, Louisiana.

Will practice in all the courts of the parishes of Orleans and Jefferson, and the Supreme Court, at New Orleans, and will give particular attention to the Collection of Claims. de7 1y

JOHN B. HOWARD.

LAW OFFICE,

26.....St. Charles street.....26

Prompt attention given to civil ousiness in the several courts of the State. fe22 1y

T. A. BARTLETTE,

ATTORNEY AND COUNSELLOR AT LAW,

142.....Gravier street.....142

(Up stairs).

je18 1y NEW ORLEANS.

R. D. BLOSSMAN, JR.,

ATTORNEY AT LAW,

14.....St. Peter street.....14

je8 1y

HAWKINS & THARP,

(J. HAWKINS—ISAIAH THARP.)

ATTORNEYS AND COUNSELLORS AT LAW,

19.....Commercial Place.....19

NEW ORLEANS.

Prompt attention given to all business in the State and United States Courts. ja13

WALTER H. ARMSTRONG,

ATTORNEY AT LAW,

No. 61 Magazine street, New Orleans.

oc21 6m

HORATIO KING, ATTORNEY,

510 H. STREET, WASHINGTON, D. C.

Agent for Patents, Pensions, Bounties, and all other Claims against the Government.

PATENTS—Domestic and Foreign, obtained at usual rates; Re-issues prepared; Patent Law Business, Interferences, etc., attended to.

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Bounty, Land, Indian Depredation, Soldiers' Bounty and Arrears, and Internal Revenue Claims faithfully prosecuted.

OFFICERS ACCOUNTS speedily adjusted, and Arrears secured.

QUARTERMASTER AND COMMISSARY CLAIMS—and all other claims, whether against the War, Navy, Treasury, Postoffice, or Interior Department, or to be presented to Congress, or before the Court of Claims carefully attended to.

MAIL CONTRACTORS AND POSTMASTERS—will find it for their interest to secure his services. In this connection he may be excused for remarking that he held the office of First Assistant Postmaster General for several years, retiring as Postmaster General, March, 1861—since which he has been constantly engaged in the practice of his present business, and consequently is familiar with the mode of proceedings in all the Departments of the Government.

BUSINESS ARRANGEMENTS—entered into with Attorneys for Claims or Patents throughout the country on mutually satisfactory terms. my27

BANKS AND BANKING.

RICHARD C. BOND,

(T. F. FISHER),

STOCK AND NOTE BROKER,

162.....Common Street.....162.

ja11 1y

ST. CHARLES LOAN OFFICE.

15.....St. Charles Street.....15

ST. L. DESTEZ.

SUCCESSOR OF A. MARCHAND.

Money loaned on furniture, clothing, jewelry, diamonds, etc. ap2 1y

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