New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

MATRIMONY AND THE STAGE.

How an Actor Lost his Wife.

We copy the following report from the New York *Standard* of Monday:

A few weeks ago, Mrs. Josephine Moragh, known on the stage as Miss Josephine Fiddes, brought an action against her husband, Dominick Moragh, for separation for alleged cruel and inhuman treatment.

A motion was made in her behalf on Saturday, before Judge Ingraham, for alimony and counsel fees pending the action.

Mr. Moragh, in his affidavit, says that he bears no ill-will toward his wife; that he has endeavored to shield her from the evil influences which surrounded her. After seven years of married life they were remarried, and all the years were years of blessedness. During their sojourn of six years in London he spared no pains to have her professional ambition gratified. Fortune, however, was against her, and she did not succeed, either to the extent of her own or his wishes, not from lack of talent, but from the misdirection and misapplication of it.

In March, 1869, she left for America with a fine outfit furnished by him. The manager of the theatre where she was engaged having failed to pay her she sued him. Her husband, hearing of it, sent her $300 in gold, requesting her to come home. She refused, and wrote to the manager of the Grand Opera House, defining the position she had taken in her suit, and he immediately left for America, and found instead of the quiet woman she was bold and disagreeable, and had much to say about her male acquaintances. She became so strange in her manner that he was compelled to leave the stage while she was acting. Mrs. Moragh asserted that she never loved her husband, and talked of leaving him. She afterward promised to become reconciled if he would give her half of his property, amounting to $2,500. He complied; and then she instituted the present suit. He admits, in conclusion, that there have been occasions when he has exhibited toward his wife a hasty manner, and occasionally used harsh words in speaking to her, but this has been occasioned by her own wayward and unaccountable manner toward him during the last eighteen months.

Alexander Henderson, manager and half owner of the Lydia Thompson Burlesque Troupe, testified that he was well acquainted with the parties since their marriage; up to 1868 he never heard of the slightest domestic difference between them, and from his own observation he considered them a loving and happy couple; that Mr. Moragh, since coming to this country, has been the same quiet, retiring and domestic man as hitherto, and that his tender and appreciative consideration of his wife was the subject of comment; but he has noticed a very striking change on her part, exhibiting coldness and vindictiveness toward him painful to behold; retiring as she was before her arrival, she has become more extravagant in dress, changed the color of her hair and dyed her eyebrows and eyelashes, and assumes a style at variance with her past life.

The court took the papers, reserving its decision.

The New York *Herald* says:

That drama of real life, the life off the stage of two well-known theatrical people, Dominick Murray and Josephine Fiddes, his wife, the first act of which was represented several days since before Judge Ingraham, of the Supreme Court, came up yesterday before the same magistrate for a second rehearsal, with proper additions to the *dramatis personæ*, and extended emendations of the original text. It will be remembered that Josephine Fiddes—that is she of this *nom de guerre*—brings an action for divorce from her husband, Dominick Murray, on the ground of brutal and inhuman treatment. The first act comprised an application for an order requiring the defendant to show cause why, pending these proceedings for divorce, he should not furnish money to pay the expenses of the suit and her board bill. This order was made returnable at 10 A. M. yesterday.

Punctually at the hour the Judge took his seat on the bench. At the same time Josephine Fiddes walked into the courtroom under the escort of a young gentleman, and quietly took her seat. She was elegantly dressed in silks and velvet, and straw-tinted kids, and, in her situation, novel as it certainly was to her, showed the same easy self-possession as on a stage, behind a glare of footlights, and the cynosure of myriad eyes. Her counsel, Mr. Edwin James, was also promptly present. It is unnecessary to say that the position to him was that of an old stager, and, of course, he was perfectly at home, as also was Mr. John P. Townsend, the counsel for Mr. Murray, the last named gentleman, however, to the great disappointment of the large and curious throng in attendance, not putting in an appearance.

Mr. James, in his usual clear and forcible manner, made a succinct preliminary statement of the case. He pictured his client as a greatly abused woman, as long having been the victim of a man of uncontrolled passion and vindictiveness, as having finally resolved to cut herself aloof from the bitter and debased thraldom to which she had through long years been subjected. After this prefatory exordium, which at once commanded the most earnest attention and sympathy of all present, he proceeded to read the papers on his side—the complaint, petition of complainant and her affidavit.

These papers, as will be remembered, after setting forth the date of their marriage, describe the tumultuous matrimonial sea on which they have since been mutually lost; unfold the particular items of his alleged abuse and maltreatment, and catalogue their separate and joint possessions and earnings. Mr. James interspersed the reading of this with comments on the various points phases of the case to which he wished to call particular attention. He certainly made out the strongest possible case for his client.

THE STORY IS DIFFERENTLY TOLD.

It was next Mr. Townsend's story. His papers were even more voluminous than those of the opposing counsel. He also made a few prefatory remarks, insisting that the wrongdoing was all on the wife's side, and that Mr. Murray was the next thing to a paragon of perfection, the most mild-mannered, considerate and docile of husbands.

Anderson's protographic gallery was yesterday crowded all day by ladies who had concluded, wisely, that they could not give to their friends a more acceptable present than one of his first-class photographic portraits of themselves. His pictures are so excellent, and the taste he always displays in mounting them, has never been surpassed. We have portraits taken by him ten years ago, which, to-day, are as bright and perfect as the day they were taken. His work never fails. Try it.

If you want good and choice groceries of every variety, go to W. H. Henning, 75 Camp street.

Acton, by the bequest of Edward Everett, is now in possession of the powder-horn worn by James Hayward, who was killed at Lexington while pursuing the British from Concord. Mr. Everett, while it was in his possession, had it bound with silver, and a silver neck-chain attached. The story was that Hayward, having entered a yard to quench his thirst on that hot and memorable day, was drinking from a well, when a British officer approached, exclaiming, "You are a dead man!" Hayward raised his gun, and both fired at one time. The British officer lived but a minute or two, and Hayward a little longer. The British bullet had gone through his powder-horn, making a round hole where it entered, and a shattered one on the other side, and penetrated Hayward's body near the heart.

Mrs. Stephen A. Douglas is said to have inherited a large amount of property in Scotland. If one-half of the newly inherited fortunes that get into the newspapers also get into the alleged recipients' pockets, there will be a good many rich folks about.

RAILROADS.

PASSENGERS GOING EAST,

VIA LOUISVILLE OR CAIRO,

Should purchase Tickets by the

ERIE AND ATLANTIC AND GREAT WESTERN RAILWAY.

Forming the best and most comfortable Line to New York, Boston and Northern and Atlantic cities, with magnificent Palace Combined Day and Night Coaches, through to New York without change.

Two Lightning Express Trains Daily.

This is the only Line from Cincinnati to New York under one management; the only Line from Cincinnati to New York without break of gauge; the only Line whose trains run through to New York without change; the only Line running coaches through without using compromise wheels; the only Line running Palace Broad Gauge Coaches through without change.

If you desire prompt time and certain connections, finest scenery on the Continent, most comfortable cars in the world, most magnificent dining halls and ample time for meals, and the safest, best and most comfortable route, go to New York by the

Erie and Atlantic and Great Western Railway.

Tickets by this Line for sale at all tickets offices through the South.

WILLIAM R. BARR,
General Passenger Agent, New York.
W. E. SHATTUC,
General Southern Agent, Cincinnati, Ohio.
(ov2 1

SPECIAL NOTICE.

St. Louis, Iron Mountain and Southern Railroad.

THE ONLY ALL RAIL ROUTE

To St. Louis, Chicago, Omaha, San Francisco, St Paul, Kansas City, Leavenworth, St. Joseph,

And all Points North, East and West.

TWO EXPRESS TRAINS leave the New Orleans, Jackson and Great Northern Railroad Depot daily, at 7 A. M. and 5 P. M.

AN EXPRESS TRAIN leaves the foot of Canal street daily at 8 A. M., via the New Orleans, Mobile and Chattanooga Railroad, making close connections at Mobile with the Mobile and Ohio Railroad to all points North, East and West.

For tickets apply to

A. D. SHELDON,
Ticket Agent New Orleans, Jackson and Great Northern Railroad, corner Camp and Common streets, under City Hotel; or to

W. BEDELL,
Ticket Agent New Orleans, Mobile and Chattanooga Railroad, No. 150 Common street, under St. Charles Hotel.

J. H. WINGFIELD,
General Superintending Agent St. Louis, Iron Mountain and Southern Railroad. no24

NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD

The Mobile division of this road will be opened for business on

Monday, November 21, 1870,

and passenger trains will run as follows:

Leave New Orleans, from the foot of Canal street, for Bay St. Louis, Pass Christian, Mississippi City, Biloxi, Ocean Springs, Pascagoula and Mobile at 8 o'clock A. M. Arriving at Mobile at 2:30 o'clock P. M., connecting at Mobile with the MOBILE AND OHIO, and the MOBILE AND MONTGOMERY RAILROADS for all points

NORTH, EAST AND WEST.

Leave Mobile for New Orleans at 11:30 A. M. Arriving at 6:10 P. M.

Fare Between New Orleans and Mobile, Five Dollars.

THROUGH FREIGHT TRAINS RUN EACH WAY DAILY.

Freight received at New Orleans, at the foot of Julia street before 4:30 P. M.; delivered at Mobile early next morning.

FREIGHT AS LOW AS BY ANY OTHER ROUTE

For further information, call at the General Office of the company, rooms one and two, up-stairs, STORY BUILDING, corner Camp and Common streets.

J. R. KENDRICK,
no19 General Superintendent.

TRAVELERS, ATTENTION!

THE NEW ORLEANS, JACKSON AND GREAT NORTHERN, AND MISSISSIPPI CENTRAL RAILROADS,

Run their Passenger Coaches and Baggage Cars, their combined length without change.

BAGGAGE CHECKED FROM RESIDENCE TO DESTINATION.

The 7 A. M. Express Train runs Daily, (SUNDAYS EXCEPTED.)

Makes close connections for Vicksburg, Memphis, St. Louis, Chicago, Louisville, and all points beyond. Sleeping cars at night, Canton to Grand Junction and Humboldt.

The Mail Train leaves New Orleans Daily, at 5 P. M.

Makes schedule connections with Lightning Express trains, to all points NORTH, EAST and WEST. Carries the great Northern Mail.

Time to New York, 79 Hours.

New and elegantly fitted up Sleeping Cars run to Humboldt, Tennessee, Cleveland, Tennessee, and Louisville, Kentucky.

Express Train South arrives at 1:30 A. M.
Mail Train South arrives at 11:05 A. M.
Ticket office, Galveston, Iron Building.
Ticket Offices, New Orleans, under City Hotel, Corner Camp and Common streets, and at Depot.

R. Q. SEWALL, General Superintendent.
J. S. MOREY, General Ticket Agent, New Orleans, Jackson and Great Northern Railroad.
E. D. FROST, General Superintendent.
D. E. MOREY, General Ticket Agent, Mississippi Central Railroad.
S. W. SCOTT, General Passenger Agent.
jy22 3m

TO THE EAST.....TO THE EAST

Via Louisville and Ohio and Mississippi Railway.

The completion of the Louisville Division of this road, and the splendid equipment for passenger travel, makes this the

BEST ROUTE TO CINCINNATI,

AND

ALL POINTS EAST AND NORTHEAST.

THREE THROUGH TRAINS DAILY,

With direct connections from the south for Cincinnati

WITHOUT CHANGE OF CARS.

Be sure and ask for tickets via Louisville and the Ohio and Mississippi Railway, for sale at all principal ticket offices in the South, and in Louisville at the General Office of the Company, corner Fourth and Main streets, also at Galt House and Louisville line and Willard Hotels.

N. B.—Tickets to Cincinnati and points East, via this line, are good on mail line steamers, and Mail line tickets are good on this road.

CHARLES E. POLLETT,
General Passenger and Ticket Agent, St. Louis.
J. L. GRISWOLD,
General Superintendent, St. Louis.
THOMAS SORWIN,
General Southern Agent, Louisville.
HOVEY, Commander.
jy6 1y

REMOVALS.

REMOVAL.....REMOVAL.

The undersigned has removed his STONE YARD from the old stand, on Customhouse street, to the

ARTIFICIAL FREARSTONE YARD,

on Poydras street, between Locust and Forest streets, and the office to No. 36 Natchez street.

In extending and consolidating his business with the Frear Artificial Stone Company, he would express his thanks for a generous patronage, the patrons and friends of a business of thirty-eight years standing in this city, and would solicit a continuance of the same to the Louisiana Frear Stone Manufacturing Company. NEWTON RICHARDS.

Referring to the above, the FREAR ARTIFICIAL STONE COMPANY will furnish their STONE, also Granite and Marble for all purposes of building, fronts of stores and dwellings, steps, lintels, tombs, monuments, flagging for banquets, yards, garden-walks, etc.

Particular attention of property holders, architects and builders is called to the Artificial Frear Stone, now offered as a beautiful and economical substitute for brick and plastered fronts of buildings, and suitable for cornices, window trimmings, wall copings, front fences, etc.

NEWTON RICHARDS, President.
JAMES CLARK, Secretary.
Depot for the sale of RICHARDS' CAPE LIME.
ap13

REMOVAL.....REMOVAL

A GREAT DESIDERATUM.

Dolbear Commercial College

Is removed to Nos. 164 and 166 Canal street, opposite Christ Church, and on the same square as the Law and Medical Colleges, the University of Louisiana, and the Mechanics' Institute—the Headquarters of the Mechanical and Agricultural Fair Association—thus concentrating the leading Educational Institutions of the State on the same square. Ladies and gentlemen will find our new location far superior in every respect, and entirely private.

Hours for Ladies, nine to ten, and five to six. Citizens and strangers are invited to visit the College. The Faculty extend friendly greetings to all, especially to Teachers, and will be happy to see the patrons and friends and the public generally, Monday, eighteenth instant, from 11 A. M. to 6 P. M. Special Departments and Professors for each study. Open Day and Evening. Success guaranteed to all who follow instructions.

N. B.—A DIPLOMA from this College is a passport in all business communities. For terms—which are liberal—apply at the College, or at home.

dec8 1y RUFUS DOLBEAR, President.

OFFICIAL NOTICES.

UNITED STATES MAILS.

Louisiana

POSTOFFICE DEPARTMENT, Washington, September 30, 1870.

PROPOSALS WILL BE RECEIVED AT THE Contract Office of this Department until 3 P. M., March 1, 1871, for conveying the mails of the United States, from July 1, 1871, to June 30, 1875, in the State of LOUISIANA, on routes and by the schedules of departures and arrivals herein specified. Decisions announced by or before March 30, 1871.

(Bidders will examine carefully the forms and instructions annexed.)

The letters (n. o.) indicate that there is no postoffice at the place named. Service will not be let where no office exists.

8006 From Vicksburg, Mississippi, by Delta, Louisiana, Warrenton, New Town Landing, Mississippi, New Carthage, Louisiana (n. o.), Hurricane, Mississippi, Ashwood, Louisiana, Grand Gulf, Mississippi, Hard Times Landing, Louisiana, St. Joseph, Waterproof, Rifle Point (n. o.), Natchez, Mississippi, Fairview, Louisiana, Jackson Point, Mississippi, Black Hawk Point, Louisiana (n. o.), Fort Adams, Mississippi, Clarksville, Red River Landing, Louisiana, Bayou Tensica, Morganzia, Pointe Coupee, St. Francisville, Fort Hudson, Baton Rouge, Pinquemine and Donaldsonville, to New Orleans, 498 miles and back, twice a week, in steamboats, and by a schedule satisfactory to the Department.

Proposals invited for three-times-a-week service.

[See notice to bidders annexed.]

8007 From Brashear, by Berwick (n. o.), Patterson-ville, Centreville, Franklin, Baldwin, Charenton (n. o.), Cypre Mort and Jeanerette's, to New Iberia, 70 miles and back, six times a week, in steamboats.

Leave Brashear daily except Sunday at 11:30 P. M.;
Arrive at New Iberia next day by 6 A. M.;
Leave New Iberia daily, except Sunday, at 3 P. M.;
Arrive at Brashear at 12 M.

[See notice to bidders annexed.]

8008 From New Orleans, by Fort Pike, Shieldsboro', Pass Christian, Mississippi City, Biloxi and Ocean Springs, to Pascagoula, 125 miles and back, three times a week, in steamboats, by a schedule satisfactory to the department.

8009 From New Orleans to Mobile, Ala., 140 miles and back daily, by steamboat.

Leave New Orleans daily at 12 M;
Arrive at Mobile in 20 hours;
Leave Mobile daily at 12 M;
Arrive at New Orleans in 20 hours.

[See notice to bidders annexed.]

8010 From New Orleans, by Duroes' Station (n. o.), St. Bernard, Moss Grove (n. o.), Jesuit's Bend, Point a la Hache, Point Michel (n. o.), and Grand Prairie (n. o.), to Buras, 67 miles and back, twice a week in steamboats.

Leave New Orleans Monday and Friday at 9 A. M.;
Arrive at Buras by 6 P. M;
Leave Buras Tuesday and Saturday at 5 A. M;
Arrive at New Orleans by 5 P. M.

8011 From New Orleans, by Mandeville and Madisonville, to Covington, 56 miles and back, twice a week by steamboat.

Leave New Orleans Monday and Thursday at 9 A. M.;
Arrive at Covington by 7 P. M.;
Leave Covington Tuesday and Friday at 6 A. M.;
Arrive at New Orleans by 4 P. M.

8012 From New Orleans, by Red River Landing, Trinity, Harrisonburg, Copenhagen, Columbia, and Logtown, to Monroe, 430 miles and back, twice a week in steamboats, by a schedule satisfactory to the Department.

Proposals invited for three-times-a-week service.

[See notice to bidders annexed.]

8013 From New Orleans, by Red River Landing, Alexandria, Cotile, Cotile Landing, Colfax, Cloutierville, Loche's Landing, Montgomery, St. Maurice, Natchitoches, Grand Ecore (n. o.), Campti, and Loggy Bayou, to Shreveport, 660 miles and back, three times a week by steamboat, and by a schedule satisfactory to the Department.

Proposals invited to extend service to Jefferson, Texas.

[See notice to bidders annexed.]

8014 From New Orleans, by McCutchen's Landing (n. o.), St. Charles, Gassel's Landing (n. o.), Belmont, Bonnet Carre, Vacherie Roads, Cantrelle, Grande Point (n. o.), Convent, Tureaud (n. o.), Donaldsonville, New River, Bayou Goula, St. Gabriel, Pinquemine, Bruly Landing (n. o.), Baton Rouge, Lobdell's Store (n. o.), Belle Vale, Fort Hudson, Hermitage, and Waterloo, to St. Francisville, 170 miles and back, twice a week in steamboats.

Leave New Orleans Tuesday and Friday at 9 A. M.;
Arrive at St. Francisville next days by 5 A. M.;
Leave St. Francisville Wednesday and Saturday at 10 A. M.;
Arrive at New Orleans next days by 10 A. M.

Proposals for twice-a-week service invited.

[See notice to bidders annexed.]

8015 From New Orleans, by Jefferson to Carrollton, 6 miles and back, six times a week.

Leave New Orleans daily, except Sunday, at 9 A. M.;
Arrive at Carrollton by 12 M.;
Leave Carrollton daily, except Sunday, at 1 P. M.;
Arrive at New Orleans by 4 P. M.

8016 From Thibodaux to Terrebonne, 35 miles and back, six times a week, in connection with trains on Morgan's Louisiana and Texas Railroad.

8017 From Ponchatoula to Covington, 26 miles and back, once a week.

Leave Ponchatoula Friday at 8 A. M.;
Arrive at Covington by 5 P. M.;
Leave Covington Saturday at 8 A. M.;
Arrive at Ponchatoula by 5 P. M.

8018 From Covington, by San. Shady Grove, David-son (n. o.), and Fordsville, to Columbia, 56 miles and back, once a week.

Leave Covington Thursday at 7 A. M.;
Arrive at Columbia next day by 6 P. M.;
Leave Columbia Tuesday at 7 A. M.;
Arrive at Covington next day by 6 P. M.

8019 From Covington, by Parkersville (n. o.) and Lima (n. o.) to Gainesville, 49 miles and back, once a week.

Leave Covington Tuesday at 7 A. M.;
Arrive at Gainesville next day by 12 M.;
Leave Gainesville Wednesday at 1 P. M.;
Arrive at Covington next day by 5 P. M.

8020 From Franklinton to Shady Grove, 25 miles and back, once a week.

Leave Franklinton Wednesday at 8 A. M.;
Arrive at Shady Grove by 5 P. M.;
Leave Shady Grove Thursday at 8 A. M.;
Arrive at Franklinton by 5 P. M.

8021 From Amite City, by Bailey's Mill (n. o.), to Franklinton, 23 miles and back once a week.

Leave Amite City, Monday at 9 A. M.;
Arrive at Franklinton by 5 P. M.;
Leave Franklinton Tuesday at 9 A. M.;
Arrive at Amite City by 5 P. M.;
Proposals invited for twice a week service.

8022 From Tangipaho, by Roberts' (n. o.), to Palestine (n. o.), 25 miles and back, once a week.

Leave Tangipaho Friday at 7 A. M.;
Arrive at Palestine by 6 P. M.;
Leave Palestine Saturday at 7 A. M.;
Arrive at Tangipaho by 6 P. M.

8023 From Greensburg, by Dennis' Mills (n. o.), Stony Point, Burlington, Live Oak Store, and Magnolia Springs (n. o.), to Baton Rouge, 50 miles and back, twice a week.

Leave Greensburg Monday and Thursday at 6 A. M.;
Arrive at Baton Rouge by 9 P. M.;
Leave Baton Rouge Tuesday and Friday at 6 A. M.;
Arrive at Greensburg by 9 P. M.

8024 From Stony Point, by Oldfield (n. o.), to Hog Branch, 14 miles and back, once a week.

Leave Stony Point Monday at 7 A. M.;
Arrive at Hog branch by 12 M.;
Leave Hog Branch Monday at 1 P. M.;
Arrive at Dennis' Mills by 6 P. M.;
Proposals to extend to Amite City via Roberts' Mills invited.

8025 From New River to Live Oak, 6 miles and back, once a week.

Leave New River Saturday at 10 A. M.;
Arrive at Live Oak by 12 M.;
Leave Live Oak Saturday at 1 P. M.;
Arrive at New River by 3 P. M.

8026 From Baton Rouge, by Benton's Ferry, Coeik, French Settlement, (n. o.), Bayou Barbary and Springfield, to Ponchatoula, 75 miles and back, once a week.

Leave Baton Rouge Monday at 6 A. M.;
Arrive at Ponchatoula next day by 6 P. M.;
Leave Ponchatoula Wednesday at 6 A. M.;
Arrive at Baton Rouge next day by 6 P. M.

8027 From St. Francisville, by Jackson, to Clinton, 25 miles and back, three times a week.

Leave St. Francisville Monday, Wednesday and Friday at 3 A. M.;
Arrive at Clinton by 6 P. M.;
Leave Clinton Tuesday, Thursday and Saturday at 8 A. M.;
Arrive at St. Francisville by 6 P. M.

8028 From St. Francisville, by Laurel Hill, to Woodville, Mississippi, 26 miles and back, three times a week.

Leave St. Francisville Monday, Wednesday, and Friday at 2 P. M.;
Arrive at Wo dville by 4 P. M.;
Leave Woodville Monday, Wednesday and Friday, at 9 A. M.;
Arrive at St. Francisville by 11 A. M.

Proposals invited to run by a schedule of 4 miles to the hour.

8029 From Clinton by Bluff Creek (n. o.), and Oakland (n. o.), to Stony Point, 30 miles and back, once a week.

Leave Clinton Friday at 7 A. M.;
Arrive at Stony Point by 5 P. M.;
Leave Stony Point Saturday at 7 A. M.;
Arrive at Clinton by 5 P. M.

8030 From Clinton, by Woodland, and Rose Hill, Mississippi (n. o.), to Liberty, 26 miles and back, once a week.

Leave Clinton Wednesday at 8 A. M.;
Arrive at Liberty by 4 P. M.;
Leave Liberty Thursday at 8 A. M.;
Arrive at Clinton by 4 P. M.

8031 From Red River Landing, by Simmsport (n. o.), Moreauville, Evergreen, Lloyd's Bridge (n. o.), and Cheneyville, to Alexandria, 86 miles and back, twice a week.

Leave Red River Landing Monday and Thursday at 6 A. M.;
Arrive at Alexandria next days by 12 M.;
Leave Alexandria Tuesday and Friday at 1 P. M.;
Arrive at Red River Landing next days by 10 P. M.

[See notice to bidders annexed.]

8032 From Flowery Mound (n. o.), and South Bend (n. o.), to Natchez, 40 miles and back, once a week.

Leave Flowery Mound Monday at 6 A. M.;
Arrive at Natchez by 8 P. M.;
Leave Natchez Tuesday at 6 A. M.;
Arrive at Flowery Mound by 8 P. M.

8033 From Trinity, by Little Prairie (n. o.), Monterey Landing (n. o.), Flowery Mound (n. o.), and Tooley's (n. o.), 30 miles and back, once a week.

Leave Trinity Tuesday at 7 A. M.;
Arrive at Tooley's by 7 P. M.;
Leave Tooley's Wednesday at 7 A. M.;
Arrive at Trinity by 7 P. M.

8034 From Harrisonburg, by Vidalia, Trinity and Pregmore (n. o.), to Natchez, Mississippi, 41 miles and back, three times a week.

Leave Harrisonburg Monday, Wednesday and Friday at 6 A. M.;
Arrive at Natchez by 12 night;
Leave Natchez Tuesday, Thursday and Saturday at 6 A. M.;
Arrive at Harrisonburg by 12 night.

8035 From Harrisonburg, by Ford's Creek, Aimwell (n. o.), Punny Louis, Bertrand Prairie (n. o.), and Lenark (n. o.), to Wheeling, 74 miles and back, once a week.

Leave Harrisonburg Monday at 7 A. M.;
Arrive at Wheeling next day by 6 P. M.;
Leave Wheeling Wednesday at 7 A. M.;
Arrive at Harrisonburg next day by 6 P. M.

8036 From Harrisonburg, by Copenhagen, Columbia, Waverly and Logtown, to Monroe, 73 miles and back, 3 times a week.

Leave Harrisonburg Monday, Wednesday and Friday at 4 A. M.;
Arrive at Monroe next days by 6 P. M.;
Leave Monroe Monday, Wednesday and Friday at 4 A. M.;
Arrive at Harrisonburg next days by 6 P. M.

8037 From Waterproof, by Kirk's Ferry (n. o.) to Sicily Island (n. o.), 25 miles and back, once a week.

Leave Waterproof Friday at 6 A. M.;
Arrive at Sicily Island by 1 P. M.;
Leave Sicily Island Friday at 2 P. M.;
Arrive at Waterproof by 9 P. M.

8038 From Delhi, by Warsaw, Louisville, Wannboro', Oakley and Sicily Island (n. o.), to Harrisonburg, 72 miles and back, once a week.

Leave Delhi Tuesday at 7 A. M.;
Arrive at Harrisonburg next day by 6 P. M.;
Leave Harrisonburg Thursday at 7 A. M.;
Arrive at Delhi next day by 6 P. M.

8040 From Bastrop, by Prairie Mer Rouge (n. o.), Point Jefferson and Jones' Ferry (n. o.), to Ion, 35 miles and back, once a week.

Leave Bastrop Monday at 7 A. M.;
Arrive at Ion by 6 P. M.;
Leave Ion Tuesday at 7 A. M.;
Arrive at Bastrop by 6 P. M.

8041 From Grand Lake, Arkansas, by Rudora (n. o.), Caledonia (n. o.), Oak Grove (n. o.), Vista Ridge (n. o.), and Floyd (n. o.), to Delhi, 60 miles and back, once a week.

Leave Grand Lake Wednesday at 7 A. M.;
Arrive at Delhi next day by 6 P. M.;
Leaves Delhi Monday at 7 A. M.;
Arrive at Grand Lake next day by 6 P. M.

8043 From Monroe, by Trenton, Perkerville, Donglass, Vienna, Simsborough (n. o.), Arcadia, Mount Lebanon, Minden and Bellevue, to Shreveport, 120 miles and back, three times a week.

Leave Monroe Monday, Wednesday and Friday, at 2 A. M.;
Arrive at Shreveport next days by 10 P. M.;
Leave Shreveport Monday, Wednesday and Friday, at 2 A. M.;
Arrive at Monroe next days by 10 P. M.

Proposals for six-times-a-week service invited, by a schedule allowing twenty-four hours running time.

[See notice to bidders annexed.]

8044 From Trenton, by Indian Village (n. o.), to Vernon, 36 miles and back, once a week.

Leave Trenton Tuesday at 8 A. M.;
Arrive at Vernon by 6 P. M.;
Leave Vernon Wednesday at 8 A. M.;
Arrive at Trenton by 6 P. M.

8045 From Columbia, by Bellow Bluff (n. o.), to Red Mouth (n. o.), 22 miles and back, once a week.

Leave Columbia Monday at 6 A. M.;
Arrive at Red Mouth by 3 P. M.;
Leave Red Mouth Tuesday at 8 A. M.;
Arrive at Columbia by 3 P. M.

8046 From Columbia, by Mount Pleasant (n. o.), Castear (n. o.), Brooklyne, and Caneville (n. o.), to Vernon, 44 miles and back, once a week.

Leave Columbia Monday at 9 A. M.;
Arrive at Vernon next day by 12 M.;
Leave Vernon Tuesday at 1 P. M.;
Arrive at Columbia next days by 4 P. M.

Proposals for twice-a-week service invited.

8047 From Columbia, by Newport and Goodwater (n. o.), to Winfield, 44 miles and back, twice a week.

Leave Columbia Monday and Thursday at 6 A. M.;
Arrive at Winfield by 7 P. M.;
Leave Winfield Tuesday and Friday at 6 A. M.;
Arrive at Columbia by 7 P. M.

8048 From Vernon, by Somerset, to Vienna, 16 miles and back, once a week.

Leave Vernon Thursday at 1 P. M.;
Arrive at Vienna by 7 P. M.;
Leave Vienna Thursday at 6 A. M.;
Arrive at Vernon by 12 M.

8049 From Vernon, by Woodville, Walnut Creek (n. o.), Quay (n. o.), Sugar Creek, and Knoxville, to Homer, 45 miles and back, once a week.

Leave Vernon Tuesday at 6 A. M.;
Arrive at Homer by 6 P. M.;
Leave Homer Wednesday at 6 A. M.;
Arrive at Vernon by 6 P. M.;
Proposals invited for twice a week service.

8050 From Farmersville, by Shiloh (n. o.), Cane Ridge, Argus, (n. o.), Lisbon, Arkansas and Forest Grove (n. o.), to Homer, 46 miles and back, once a week.

Leave Farmersville Monday at 7 A. M.;
Arrive at Homer next day by 12 M.;
Leave Homer Tuesday at 1 P. M.;
Arrive at Farmersville next day by 5 P. M.

8051 From Minden, by Buckhorn, Ringgold, Iverson (n. o.), Coushatte Chute, Campti and Grand Ecore (n. o.), to Natchitoches, 62 miles and back, twice a week to Ringgold, and once a week the residue.

Leave Minden Monday and Thursday at 6 A. M.;
Arrive at Ringgold by 12 M.;
Leave Ringgold Monday at 10 A. M.;
Arrive at Natchitoches next day by 7 P. M.;
Leave Natchitoches Wednesday at 6 A. M.;
Arrive at Ringgold next day by 3 P. M.;
Leave Ringgold Monday and Thursday at 3 P. M.;
Arrive at Minden by 7 P. M.

8052 From Orchard Grove (n. o.), by Forest Grove (n. o.), and Bincan Wood (n. o.), to Lewisville, 36 miles and back, once a week.

Leave Orchard Grove Tuesday at 7 A. M.;
Arrive at Lewisville by 5 P. M.;
Leave Lewisville Wednesday at 7 A. M.;
Arrive at Orchard Grove by 5 P. M.

8053 From Allen's Settlement (n. o.), by Flat Lick (n. o.), Dorchest (n. o.), and Wineville (n. o.), to Orchard Grove (n. o), 34 miles and back, once a week.

Leave Allen's Settlement Wednesday at 7 A. M.;
Arrive at Orchard Grove by 6 P. M.;
Leave Orchard Grove Thursday at 7 A. M.;
Arrive at Allen's Settlement by 6 P. M.

8054 From Bellevue, by Cotton Valley (n. o.), Orchard Grove (n. o.), and Dorchest (n. o.), to Magnolia, 35 miles and back, once a week.

Leave Bellevue Monday at 6 A. M.;
Arrive at Magnolia next day by 12 M.;
Leave Magnolia Tuesday at 1 P. M.;
Arrive at Bellevue next day by 6 P. M.

8055 From Bellevue, by Colesville, Rocky Mount and Plainville (n. o.), to Collinsburg, 23 miles and back, once a week.

Leave Bellevue Monday at 7 A. M.;
Arrive at Collinsburg by 6 P. M.;
Leave Collinsburg Tuesday at 7 A. M.;
Arrive at Bellevue by 6 P. M.

8056 From Bellevue, by Pillmore (n. o.), to Bossier Point (n. o.), 18 miles and back, once a week.

Leave Bellevue Wednesday at 6 A. M.;
Arrive at Bossier Point by 12 M.;
Leave Bossier Point Wednesday at 1 P. M.;
Arrive at Bellevue by 7 P. M.

8057 From Mansfield, by Kingston (n. o.) and Red Bluff (n. o.), to Wallace Lake (n. o.), 42 miles and back, once a week.

Leave Mansfield Tuesday at 6 A. M.;
Arrive at Wallace Lake by 6 P. M.;
Leave Wallace Lake Wednesday at 6 A. M.;
Arrive at Mansfield by 8 P. M.

8058 From Mansfield, by Longstreet and Pleasant Grove (n. o.), to Pulaski (n. o.), 36 miles and back, once a week.

Leave Mansfield Monday at 6 A. M.;
Arrive at Pulaski by 6 P. M.;
Leave Pulaski Tuesday at 6 A. M.;
Arrive at Mansfield by 6 P. M.

8059 From Mansfield to Hart's Bluff (n. o.), 18 miles and back, once a week.

Leave Mansfield Monday at 6 A. M.;
Arrive at Hart's Bluff by 12 M.;
Leave Hart's Bluff Monday at 1 P. M.;
Arrive at Mansfield by 7 P. M.

8060 From Pine Ridge to Brush Valley (n. o.), 18 miles and back, once a week.

Leave Pine Ridge Monday at 6 A. M.;
Arrive at Brush Valley by 12 M.;
Leave Brush Valley Monday at 1 P. M.;
Arrive at Pine Ridge by 7 P. M.

8061 From Greenwood, by Bethany (n. o.), and Fork Point (n. o.), to Pulaski (n. o.), 28 miles and back, once a week.

Leave Greenwood Monday at 9 A. M.;
Arrive at Pulaski by 5 P. M.;
Leave Pulaski Tuesday at 9 A. M.;
Arrive at Greenwood by 5 P. M.

8062 From Black Jack (n. o.), by Keatchie, and Pleasant Grove (n. o.), to Longstreet, 20 miles and back, once a week.

Leave Black Jack Monday at 8 A. M.;
Arrive at Longstreet by 5 P. M.;
Leave Long-street Tuesday at 8 A. M.;
Arrive at Black Jack by 5 P. M.

8063 From Keatchie, by Longstreet, Logansport, Center (Texas), Graham's Mill (n. o.), and Martinville, to Nacogdoches, 81 miles and back, once a week.

Leave Keatchie Friday at 6 A. M.;
Arrive at Nacogdoches next day by 6 P. M.;
Leave Nacogdoches Tuesday at 6 A. M.;
Arrive at Keatchie next day by 6 P. M.

Proposals invited for twice-a-week service.

8064 From Manny, by Mill Creek (n. o.) and Anooca (n. o.), to Burr's Ferry (n. o.), 33 miles and back, once a week.

Leave Manny Thursday at 8 A. M.;
Arrive at Burr's Ferry by 6 P. M.;
Leave Burr's Ferry Friday at 8 A. M.;
Arrive at Manny by 5 P. M.

8065 From Natchitoches, by Saint Maurice, Wheelling, and Atlanta, to Winfield, 40 miles and back, twice a week.

Leave Natchitoches Monday and Thursday at 6 A. M.;
Arrive at Winfield by 6 P. M.;
Leave Winfield Tuesday and Friday at 6 A. M;
Arrive at Natchitoches by 6 P. M.

Proposals invited for three-times-a-week service.

8066 From Natchitoches, by Adaies (n. o.), Fort Jessup, Manny, Columbus (n. o.), Sabinetown, Texas, Milam, San Augustine, Cherino, and Melrose, to Nacogdoches, 114 miles and back, three times a week.

Leave Natchitoches Monday, Wednesday, and Friday at 8 P. M.;
Arrive at Nacogdoches third days by 2 A. M;
Leave Nacogdoches Monday, Wednesday, and Friday at 10 P. M.;
Arrive at Natchitoches third days by 10 P. M.;

[See notice to bidders annexed.]

8067 From Natchitoches, by Marthaville, Pleasant Hill (n. o.), Mansfield, Grand Cane, Keatchie and Spring Ridge, to Shreveport, 118 miles and back, twice a week.

Leave Natchitoches Monday and Thursday at 6 A. M.;

Arrive at Tooley's by 7 P. M.;
Leave Tooley's Wednesday at 7 A. M.;
Arrive at Trinity by 7 P. M.

8068 From Harrisonburg, by Vidalia, Trinity and Pregmore (n. o.), to Natchez, Mississippi, 41 miles and back, three times a week.

Leave Harrisonburg Monday, Wednesday and Friday at 6 A. M.;
Arrive at Natches by 12 night;
Leave Natchez Tuesday, Thursday and Saturday at 6 A. M.;
Arrive at Harrisonburg by 12 night.

8035 From Harrisonburg, by Ford's creek, Aimwell (n. o.), Punny Louis, Bertrand Prairie (n. o.), and Lenark (n. o.), to Wheeling, 74 miles and back, once a week.

Leave Harrisonburg Monday at 7 A. M.;
Arrive at Wheeling next day by 6 P. M.;
Leave Wheeling W