

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS. NEW ORLEANS, MARCH 4, 1871. THE NEW ORLEANS REPUBLICAN HAS THE LARGEST CIRCULATION OF ANY 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. Hollis, No. 11 Exchange Place. James Ellis, Poydras Street Railroad Depot, Third District, also at depot foot of Lafayette Street, East District. John Schaefer, corner of Ninth and Constance streets. J. W. Long, corner of Love and English streets, Third District. E. S. Marks, opposite Jefferson market, Sixth District. W. R. Dirks, No. 34 Annandale street.

The Southern Express Company places under renewed obligations for late New York papers.

"What," said Margaret to Cecilia, "what doest thou say really think is the food of Capital?" And Cecilia answered "Arrow-rod."

The young figs are beginning to make their appearance on the trees. Soon the fig leaves will be full green, and the young figs will swell and assume goodly proportions.

The Planter's Banner says: More than half of the seed case in the ground, well planted. The rest of the seed will probably be planted in two weeks, when corn planting will commence.

Dr. Joseph E. Bell died in Tennessee on the seventh ultimo. He was the father of General J. Warren Bell, of Fisk's Bulletin, and died at the age of eighty-two years—an age much beyond the average lot of his race.

According to the civil code of Italy, the fact of a person being in holy orders is no impediment to his legal capacity to contract matrimony. The censures of the Church are now the only obstacles to a priest marrying.

The Chinese are evidently pagans. They celebrate all their holidays by paying their debts, forgiving their enemies and shaking hands all round. The merchants we send there have not induced them to give up their queer habits in this respect.

At a wedding recently, when the officiating priest asked the lady, "Wilt thou have this man to be thy wedded husband?" she dropped the prettiest courtesy, and with a modesty which lent her beauty an additional grace, replied: "If you please."

Mr. Emerson Bentley, the youngest member of the House of Representatives, will wed one of the fair daughters of the South next Tuesday evening. The matrimonial service will be performed at the Ames Methodist Episcopal church at seven o'clock.

Haley sends us a package of interesting papers just received from the North. The Chimney Corner, Harper's Bazar, New York Ledger, etc., are included. Haley also has the March number of Harper, The Atlantic, Scribner, The Galaxy, and other first class monthlies.

Frank Blair said to a recent interviewer that he first began to offend to the Democratic party when he observed "how well it behaved after the defeat of 1864." It was like the tender-hearted widow who married the chap that killed her husband in a duel, because "he looked so nice at the funeral."

It says the Planter's Banner, we have no more frosts, the fruit crop will doubtless be fine this year. The peach and plum crops now look very promising, and the fig crop never fails. The orange trees are not far enough advanced in crop prospects for us to be able to say much about the orange prospects.

On the night of the twenty-seventh ultimo, at a banquet in Versailles, the Emperor showed his guests the preliminary treaty of peace, signed an hour before, and accepted the felicitations of the august personages present. The Emperor embraced Generals Von Moltke and Von Loon, and expressed deep gratitude for the invaluable services of these officers.

An old farmer named Jenison, living in Wapello county, Iowa, recently came into possession of a legacy of \$10,000,000, left him by a relative in England, which it was necessary for him to go after. When he received the news he was hammering on a barn which he was building. He passed, scratched his head, and finally said: "I don't see how I can go now; I've got this barn to finish."

Dr. Livingston, the African traveler, is still in Fiji. He has, says a witty exchange, stuck there for some time, and if he has as much trouble to get through the remaining letters of the alphabet as he has with the "j's," we fear that a lifetime will be too short to enable him to reach y z and go home. There is, however, no reason to doubt that in time we shall have more "let-ter" than from him.

A poor soldier in New Hampshire, who after three applications succeeded in getting one hundred dollars bounty, sent at once ten dollars to an uncle who had loaned him that amount when he was in desperate need. A few days ago the uncle died, and by his will left the almost penniless soldier all his estate, valued at \$99,000, giving as his reason for so doing that he had many times lent money to his relatives and he alone had repaid him.

Governor Warmoth yesterday made the following appointments for the new parish of Warner: Clerk of the Court, Frederick E. Heath; Parish Recorder, C. E. Bright; Parish Surveyor, R. S. Lewis; Tax Collector, William Lefe; Coroner, Charles E. McDonald; Parish Judge, Parish Jurors—Jackson Sykes, First Ward; H. Bryant, Second Ward; Downes Doyle, Third Ward; T. W. Neal, Fourth Ward; Henry Talton, Fifth Ward; Paul Culpeper, Public Administrator; T. M. Turner, and S. G. McKemie, Justices for the Fourth Ward; K. C. Patton and J. J. Mabry, Constables for Fourth Ward. The Governor also appointed James D. Harper Alderman of the town of Minden, and W. A. Carter Mayor of the town of Gretnesburg, in St. Helena parish.

NEW ORLEANS AND TEXAS RAILROAD. The people of this city and Houston, Texas, are deeply interested in the completion of the railroad that is now in course of construction between the two places. The company that has undertaken the work and is to receive state aid as it progresses, also has an interest in its completion, and will be glad to push it so as to comply with the law giving state aid.

The advantages of the road completed between here and Mobile—a link in the great railroad system that is extending from New York and the Eastern States to the Pacific Ocean—is already felt; and the continuation of this connection by the completion of the link between here and Houston will add still greater benefits not only to New Orleans and the entire country through which it will pass between here and Texas, but to Houston, which is rapidly becoming the great railroad centre of Texas.

We are assured that a section of the New Orleans, Mobile and Texas road, extending from here to Donaldsonville, will be completed and in running order by the middle of next month if no unforeseen circumstance occurs to prevent the prosecution of the work by the company. Other surveys have been made between there and the Sabine, and it is confidently expected the company will complete the entire route between here and Houston within the time prescribed by law—say within eighteen months.

The day that this road is completed will be a glorious one to both New Orleans and Houston. As it will pass through large sections of Louisiana and Texas, it will necessarily benefit all the country through which it passes. It will cause settlements to spring up along its line and enhance the value of lands that are contiguous to the road. Millions of acres of land in this State and Texas, that have never had a ploughshare run through them, will then invite the hand of industry for their cultivation. Land is cheap—in fact, it is almost given away in portions of these States; and since slave labor has been abolished free men are invoked to come and make homes for themselves, and when this and other roads that are contemplated are completed, and convenient markets afforded for produce, immigration will pour into these States from Europe and the Northern and Western States of this country. We are blessed with a climate and soil that abundantly recompense those who by the plow would thrive, and the time is not far distant when this Southern country, under the impetus given to it by free labor, will become dotted all over with cultivated and flourishing cities, towns and villages.

Houston is already experiencing the benefits of railroads. It is improving rapidly. Among other buildings, there is in course of construction at this time a massive temple, said to be a magnificent structure; a Hebrew synagogue and a Catholic cathedral. Texas is becoming rapidly populated with a hardy yeomanry, and as she has more territory than all the New England States, her trade will build up many cities, and chief among them will be Houston, whose destiny is closely linked with New Orleans, the metropolis of the South and Southwest.

STREET CAR REFLECTIONS. Fair Rosalind entered the car last Thursday, accompanied by her two precious girls, Edgar and Edmond. It was about two o'clock, and on St. Charles street, when the up-town is coming down town either after a lunch at home or in order to spend the afternoon on the streets or in the stores. There was not an overabundance of room in the car, but there was enough to accommodate all if the genuine sentiment of politeness had existed all around. But unfortunately two delicate blondes occupied three seats on one side, and three elegant brunettes spread their flounces over the space that would have accommodated four on the other side. There was a vacant space for three on the right and for two on the left. Rosalind, with a grace that was somewhat energetic, occupied one of the three seats on the right with her own Grecian bend, after which she hoisted Edgar upon another, and put her little reticule on another. Edmond was located in one of the vacant places on the left. Thus she and her party occupied four seats, and she modestly paid for two, counting herself as one and her two boys as another. A gentleman entered and took a seat on the left; a lady entered, and the gentleman gave up his seat and held on to the leather support. Rosalind instructed Edmond not to relinquish his seat under any circumstances. Another lady entered, and while casting her eyes around for a seat, the fair and curly-headed Rosalind, shaking the tresses around her queenly neck and pointing her lily-white finger across the car at Edmond, cautioned him not to give up his seat under any circumstances, to anybody. Edmond held his ground, but it was a serious job, for his every feature expressed his instinct that he was in duty bound to yield to the lady as there was room enough for him beside his brother. In the meantime the lady was kept standing, and her face blushed such an indignant reproach of the indelicacy of her sex that it rivalled the roses in her hat. But the fair Rosalind held her ground and maintained her precepts.

Are these cases frequent? Do females lower their estimation often by such selfishness? It is to be apprehended that they do. Mark, we do not address these inquiries to ladies, for they are never guilty of doing such things. In the first place, a lady would not care to teach her children to be so impolite and boorish. In the second place, she would feel that much of such conduct would soon destroy her authority and break down the thousand and one attentions that are offered to them daily. How often do gentlemen declare, in their indignation at the rudeness of females in the cars, that they have yielded up their seats for the last time to Rosalinds? and how often do they retreat and retreat for their force resolves in presence of beautiful Angelica, who enters, all smiles, and discommodates us as if she

were really doing a favor? Ah, the flavor of a gentle woman is like the perfume of the sandal wood, that remains after the material that made it has been taken away. Every day Rosalind is a companion of the public in the street cars, beautiful as the ocean's foam, and as full of thorns, that rattle for days in the mind. But by the grace of that wisdom which fashioned nothing without its just and proper compensation, Angelica travels with her and forever spreads her sunshine to dispel the cloud which Rosalind's selfishness forever casts.

THE JACKSON RAILROAD SALE. It affords us an infinitesimal degree of satisfaction to learn that the B's has at last reached in its editorial notices that interesting period in our local history where the Jackson railroad was sold to Brigadier General McComb, of the State of Delaware. At this rate we may hope to live long enough to read and appreciate what the B's will say at some future day about the interesting developments of the present monopolistic era. Like waiters at the postoffice subjects of editorial criticism take their position in regular order, and are methodically and deductively applauded or condemned in the columns of the B's in the precise order of their rotation, notwithstanding, perhaps, that the subject matter and the occasion which called for criticism have been forgotten by the generation that was affected by them. Importance and merit have nothing to do with the serving up of these matters—etiquette and priority settle that the first to come must be the first to meet attention.

According to this Persian and Median law, which we have applied but which we must exempt from explaining in its historical metaphors, the B's has reached the incident mentioned in the first sentence of this able and equitable exposition, and has proceeded to heap upon the Governor and upon sundry other parties the usual verbal accompaniments of an intense indignation. In fact, if the records of that pre-historic period when this trade was first moved, to the utter astonishment and dire disgust of the Progress and General Beaugard, could be revived, it is altogether probable, if not absolutely certain, that certain intense signs of dissatisfaction which were then heard and read, would be recognized and reclaimed by living patriots and authors as rhodomontad, uttered and printed by their unthoughtful convenience in the dim and dusty ages when it was proclaimed that Delaware had sent her ablest warrior down into the everglades of Louisiana to engross and appropriate the franchises, liberties, railroads and rolling stock that belonged to this newly reconstructed people.

Yesterday the B's devoted one of its three hundred and odd annual editorial columnials at the old trade by which the aforesaid Brigadier General McComb was enabled to transfer to an able management the suffering interests which the State of Louisiana and the city of New Orleans held in the then close personal corporation known as the Jackson railroad. And in elevating its artillery at this defunct and almost forgotten subject, the poorest reader of good English that pores over the B's in the Third District can not fail to conclude that the publication was made more with the design to hurt Governor Warmoth than to serve any useful purpose. The transfer is made, the road has passed into hands that bought it, and the public has been benefited. Who is interested then, in the question as to the mode of its transfer? The courts are the custodians of that question. And while all parties look to the judiciary to correct the abuses of the sale, if there were any, the people, whose money built the road, are fully satisfied that they have been largely benefited by what was done.

For the instruction of the B's, however, we may be permitted to relate that, at the time the sale of the interests of the city and State in the Jackson road was made, the public understood the whole matter, discussed it for weeks, and accepted of it as the best thing that could be done. The stock of the road was selling at a lower figure in the market than McComb paid for what he got, the adjudication was public, and the transfer solemn, deliberate, and well considered. It took a live machine out of dead hands, and gave us a road in sympathy with the spirit of the age. Governor Warmoth, nor, indeed, any of the gentlemen connected with the trade, have sought to censure themselves with their duty openly, and if there was money paid perhaps McComb had to use a little with men who never do their duty until they are paid. There are men of this class, and they do not vote the Republican ticket nor support Governor Warmoth either.

THE AGRICULTURAL FAIR. As the season approaches for the annual Fair of the Mechanics and Agricultural Fair Association of Louisiana, a very large interest in this important subject is excited in the public mind.

It may be noticed that at each succeeding annual fair there is an improvement on all that has gone before, and the preparations now making for the fair of the present year give promise that it will be one of the most gratifying exhibitions of the enterprise and industry of the State that has ever yet taken place.

A meeting of the Board of Directors of the association took place last evening in the library room of the Mechanics Institute, in view of the approaching fair. Mr. L. N. Marks, the president, occupied the chair, Mr. Luther Holmes, the secretary, being also at his post.

A report from the treasurer showed a balance on hand of five thousand two hundred and twenty-five dollars and fifty-six cents. Mr. E. A. Trler, chairman of the committee on premiums, made a report that the medals had been struck off, and arrangements for the diploma had been made, the sum of twenty-five hundred dollars having been forwarded to New York on account of the medals. The medals for the present year will be fully three times as large as any preceding ones. There are forty-seven in all, the metal for each medal amounting to upward of sixty dollars. They were designed by Mr. Tyler, and

the dies cut by Seigle, of New York, the manufacturing being in the hands of the Whiting Manufacturing Company, of New York. Some other business arrangements were made, and the board adjourned to meet on next Friday evening.

It is gratifying to learn that a large number of applications have been made from parties who have never exhibited before, and this addition to those who have hitherto found their account in attending the fair. The sterling institution is progressing steadily. We learn that a new shelter is to be constructed around the race track in the Fair Grounds, previously to the time fixed for holding this year's fair.

The Boston Evening Gazette has the following: Some time ago a clerk brought to Mr. Thomas E. Mosley, the well-known boot and shoe dealer on Washington street, a fine looking man whom he charged with stealing two pairs of boots. Mr. Mosley judged it best to constitute the man a constable for a police officer. "For God's sake don't," exclaimed the man, "you will ruin me." "That is precisely what you have been trying to do to me," returned Mr. Mosley. "The man who is to be discharged, stating that he was prominent in a country town not far distant, a selectman, a bank director, a church deacon, a person of position and family. Mr. Mosley doubted it, but the man returned him to several gentlemen here, one of whom he knew intimately. So, looking arms with the distinguished politician, that he might not escape, they visited the referee, who, upon being questioned, replied: "He is good for any amount; sell him all you can." Mr. Mosley then said that he was not inquiring so much as to his pecuniary responsibility as to his moral character, when the gentleman said: "Oh, that head I can satisfy you quite fully. Mr. So and So is above reproach." Mr. Mosley, beginning to doubt the accuracy of his own judgment as to what constitutes moral character now-a-days, made the man pay for the boots and suffered him to go free. The man avowed his innocence of guilt to the officer of taking the boots, declared that he did not know what impulse then drove him to the theft, and has since been a good customer of Mr. Mosley's, paying cash for everything he took.

The Washington Chronicle has this brief editorial: One must admire the devotion of the brave old Emperor William to the interests of his armies and of Germany in remaining in the field from the beginning until the very close of the contest. He was engaged in July last, since which time the emperor, although of advanced age and in poor health, has remained with his troops and shared, if not all their privations, their sufferings. It is that which will return to Berlin on Saturday, the fourth of March. The triumphal entry of the German armies in Berlin will not take place until two months after the close of the peace, as the nation will wear mourning for its heroic dead for six weeks. The welcome home of the German armies will doubtless be one of the most imposing demonstrations ever witnessed in any country.

The Liberal Chronicle gives us this description of Elder Jacob Knapp, the celebrated revivalist now holding forth in Boston: He is a well preserved old man, though he has endured much hardship for the Lord's sake. His hair and beard are as white as snow, but his face is red, his voice clear and he is equal to the most arduous tasks with the price of darkness. It is interesting to listen to an evangelist who can talk so confidently as if he had been born and brought up within its limits, and speak of the devil so naturally and familiarly as if he were an old acquaintance. The tone of the Elder's voice, and the quiet of his eyes, as he unfolds his panorama and illustrates the stirring theme, quite subside the otherwise alarming impression.

The Planter's Banner is sensible on the sweet potato question: It is strange that so few people raise sweet potatoes, when they sell so readily at two dollars a bushel. They formerly sold often as low as fifty cents a barrel, and generally at seventy-five cents, or twenty-five cents a bushel. Nothing grows better in our soil than the sweet potato, and it is more easily made, and at three times the former prices, one would suppose more of this crop would be planted. But it seems that neither high prices nor threatened starvation will induce the planting of home food crops to any extent. But we trust more sweet potatoes will be planted in 1871 than were planted in 1870.

The Washington Chronicle says: General Winfield S. Han-ck has caused to be published in pamphlet form a correspondence between himself, General Sherman, Benjamin F. Flanders and Horace Porter, the object of which evidently is to afford the Democrats another opportunity for a personal attack on President Grant, and to advertise himself for the Presidency in 1872.

Have Your Printing and Binding Done at the Pelican Job Office, Corner Camp and Poydras Streets. oct 19

HAPPINESS ON THE TEXAS. As spring, with a pre-ensuing suit, returns to reclaim our land and State from the bondage of white and shivering winter; as the gentle alligator lifts his voice amid the willows in token of the approaching summer; as the great Father of Waters comes down upon us with his turbulent western floods, as Denmark, from the wastes of the Attagapas regions, like one of the fatted bulls of that arid territory, pipes a cheerful song of better times, and assures us that he has happier days in store. The last number of the Planter's Banner is an entertaining compound of self-congratulation and rather equivocal compliments for the HUMANUM. As Denmark is nothing unless he is the Jefferson Brick of Franklin, however, allowance will certainly be extended to his willie we congratulate him that he has "straggled" with the climax of misfortune and lament that the sun of prosperity rises upon his fortunes—and that now and hereafter, as in the troublesome and distressing past, he is wedded to the people and to honesty, and that nothing shall tempt him in his hour of success to betray the sacred cause which he carried with him through the fearful night when his small doblers did not settle their little bills. Selah!

On CARONDELET STREET. There is nothing new to report in Carondelet street except a continued rise in Lottery stock. We were told that 90 was bid for 100 shares and refused. This stock is now in few hands, and the holders do not seem willing to part with it except at figures justified by a reasonable calculation of its intrinsic value. At the board it was offered at 95 against 87 bid.

There was some talk yesterday about the delay of the commissioners of the funded debt in making their awards for the purchase of consols. At first it was said no award would be made until the adjournment of the Legislature. Yesterday it was stated that the commissioners were waiting for a lot from New York, which they expected to get at figures equal to 72. There is much complaint concerning this delay.

Slaughterhouse stock seems to have a tendency to advance, and Calcasieu sulphur (or ordinary) is evidently on the wane for the present.

Bank stocks are still strong, and most of the inquiry is directed toward them. The following were the offers and bids at the board last night:

Table with 3 columns: Name of bank/stock, Offer, Bid.

DR. CHARLES E. KELLS. DR. S. P. CUTLER. No. 14 Dauphin Street, Second Door From Canal.

JACOB OTT, BUILDER. 184 Delord Street, No. 184 (Third Circle).

NOTICE TO THE PUBLIC. The undersigned having positively determined to retire from business after this month, will from here forth dispose of his stock of WATCHES, DIAMONDS and SILVERWARE at half cost, and even less than cost. The stock being now considerably reduced, the balance is offered to the public at very low prices, and those in need of such articles will find it to their advantage to call on me.

THE NEW ORLEANS SAVINGS INSTITUTION. 157 Canal Street, No. 157. OFFICERS: L. F. Genereux, President; Thomas Allen Clarke, Second Vice President; Charles J. Leeds, Third Vice President.

STYLISH BOOTS AND SHOES, AT MARTIN'S OLD STAND, 113 Canal Street, No. 113. The best stock of leathers always on hand, and at great prices.

THE NEW REVISED STATUTES OF 1860 AND 1870. In new ready and for sale at 60 Camp street. WILLIAM BARRETT.

THIRTY-FOURTH ANNIVERSARY. FIRE DEPARTMENT. ORDER OF FORMING. The Fire Department of New Orleans, with those invited to assist in the celebration of their Thirty-fourth Anniversary, will assemble at the GYMNASIUM, A. M. on SATURDAY, MARCH 4, 1871.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 1. Washington Hook and Ladder Company No. 1. GRETNA'S FIRE DEPARTMENT. William Tell Hook and Ladder Company No. 1. David Crockett Engine Company No. 1. JEFFERSON FIRE DEPARTMENT. The above companies will constitute the First Division, which will form on the north side of Canal street, head resting on Royal street, extending east, under the supervision of Assistant Engineer JOHN BRUGNIES.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 2. Washington Hook and Ladder Company No. 2. GRETNA'S FIRE DEPARTMENT. William Tell Hook and Ladder Company No. 2. David Crockett Engine Company No. 2. JEFFERSON FIRE DEPARTMENT. The above companies will constitute the Second Division, which will form on the north side of Canal street, head resting on Royal street, extending east, under the supervision of Assistant Engineer PAUL LAFOUR.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 3. Hope Hook and Ladder Company No. 3. Crescent Steam Engine Company No. 3. Louisiana Steam Engine Company No. 3. The above companies will constitute the Third Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 4. Crescent Steam Engine Company No. 4. Pelican Hook and Ladder Company No. 4. Orleans Engine Company No. 4. Exempt Society of Jefferson Engine Company No. 4. The above companies will constitute the Fourth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer I. N. GLENN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 5. Pelican Hook and Ladder Company No. 5. Crescent Steam Engine Company No. 5. Louisiana Steam Engine Company No. 5. The above companies will constitute the Fifth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 6. Pelican Hook and Ladder Company No. 6. Crescent Steam Engine Company No. 6. Louisiana Steam Engine Company No. 6. The above companies will constitute the Sixth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 7. Pelican Hook and Ladder Company No. 7. Crescent Steam Engine Company No. 7. Louisiana Steam Engine Company No. 7. The above companies will constitute the Seventh Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 8. Pelican Hook and Ladder Company No. 8. Crescent Steam Engine Company No. 8. Louisiana Steam Engine Company No. 8. The above companies will constitute the Eighth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 9. Pelican Hook and Ladder Company No. 9. Crescent Steam Engine Company No. 9. Louisiana Steam Engine Company No. 9. The above companies will constitute the Ninth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 10. Pelican Hook and Ladder Company No. 10. Crescent Steam Engine Company No. 10. Louisiana Steam Engine Company No. 10. The above companies will constitute the Tenth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 11. Pelican Hook and Ladder Company No. 11. Crescent Steam Engine Company No. 11. Louisiana Steam Engine Company No. 11. The above companies will constitute the Eleventh Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

B. PIFFET'S GRAND BAZAR. TOURS BOLDING, 127 Canal Street, No. 127. The Bazar is now opening and will continue to open until the 15th of March.

CAVE STUBBLE SHAVERS, WITH GRUBBLE CUTTERS. LATEST IMPROVED. THOMAS B. BODLEY, No. 2 Perdido street, New Orleans. GROVER & BAKER'S HIGHEST PREMIUM SLEWING MACHINES. More FIRST PREMIUMS in Missouri, Alabama, Louisiana and Texas, during past three years, than all the other sewing machine companies combined, and sales greater than those of any other.

BLANK BOOK MANUFACTORY. The undersigned having lately received new BINDER CRIBERY and TYPE of the latest and most improved patterns, and a large assortment of Paper, Cards, etc., is now prepared to receive and create the following with dispatch, and at very low prices, guaranteeing superior workmanship and first quality paper and material.

Half Bound, Three-quarter Bound, Full Bound, Full Bound, Bound Corners, Ends and Bands, Full Russia. DEMY BOOKS. ROYAL BOOKS. SUPER ROYAL. IMPERIAL. COFFING BOOKS. DAY BOOKS. PAPER BOOKS. BILL BOOKS. RECEIPT BOOKS. INSURANCE BOOKS. TRANSFER BOOKS. CHECK BOOKS. SHIPPING RECEIPT BOOKS. NOTED AND DRAFT BOOKS. ERNEST TURPIN, Proprietor.

STANDARD FIRE AND WATER PROOF ROOFING. SOUTHERN PLASTIC SLATE ROOFING COMPANY. Office—No. 184 Peters Street, formerly New Levee, above Julia, NEW ORLEANS.

MONEY CAN NOT BUY IT! FOR RIGHT IS PRICELESS! BUT THE DIAMOND SPECTACLE WILL PRESERVE IT. THE DIAMOND GLASSES. Manufactured by J. E. SPENCER & CO., NEW YORK.

EDWARD LILIENTHAL, JEWELER AND OPTICIAN. Is sole agent for New Orleans, Louisiana. No. 93 Canal Street, No. 93. From whom they can only be obtained. These goods are not sold to peddlers, at any price. He also keeps constantly on hand a very large and well selected stock of Watches, Jewelry and Silverware.

DOUBLE-BARREL GUNS, \$8 and \$10 EACH—GREAT BARGAINS. 200 Double-Barrel GUNS, at \$8 and \$10 each. 200 Fine English Guns, at \$10 and \$12 each. 500 Double Tube Knives and Forks at \$1 and \$1 per dozen. 200 FIRE REVOLVERS, at \$4 and \$10 each. For sale by S. B. CHURCHILL & BRO., No. 21 Tchoupitoulas street, between Poydras and Levee streets.

DR. GEORGE J. FRIEDRICH'S DENTAL SURGEON. 153 St. Charles Street, Corner Giro Street, one square above City Hall, de 7281/2.

EDWARDS' NEW ORLEANS CITY DIRECTORY FOR 1871. Can be obtained at all the principal Stationers. 1819

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AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 3. Hope Hook and Ladder Company No. 3. Crescent Steam Engine Company No. 3. Louisiana Steam Engine Company No. 3. The above companies will constitute the Third Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 4. Crescent Steam Engine Company No. 4. Pelican Hook and Ladder Company No. 4. Orleans Engine Company No. 4. Exempt Society of Jefferson Engine Company No. 4. The above companies will constitute the Fourth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer I. N. GLENN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 5. Pelican Hook and Ladder Company No. 5. Crescent Steam Engine Company No. 5. Louisiana Steam Engine Company No. 5. The above companies will constitute the Fifth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 6. Pelican Hook and Ladder Company No. 6. Crescent Steam Engine Company No. 6. Louisiana Steam Engine Company No. 6. The above companies will constitute the Sixth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 7. Pelican Hook and Ladder Company No. 7. Crescent Steam Engine Company No. 7. Louisiana Steam Engine Company No. 7. The above companies will constitute the Seventh Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 8. Pelican Hook and Ladder Company No. 8. Crescent Steam Engine Company No. 8. Louisiana Steam Engine Company No. 8. The above companies will constitute the Eighth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 9. Pelican Hook and Ladder Company No. 9. Crescent Steam Engine Company No. 9. Louisiana Steam Engine Company No. 9. The above companies will constitute the Ninth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 10. Pelican Hook and Ladder Company No. 10. Crescent Steam Engine Company No. 10. Louisiana Steam Engine Company No. 10. The above companies will constitute the Tenth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 11. Pelican Hook and Ladder Company No. 11. Crescent Steam Engine Company No. 11. Louisiana Steam Engine Company No. 11. The above companies will constitute the Eleventh Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.

AGENTS FIRE DEPARTMENT. POLICE ENGINE COMPANY No. 12. Pelican Hook and Ladder Company No. 12. Crescent Steam Engine Company No. 12. Louisiana Steam Engine Company No. 12. The above companies will constitute the Twelfth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending east, under the supervision of Assistant Engineer WILLIAM SWAN.