New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, MARCH 30, 1871.

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:

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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.

Go to the Academy this evening and see the drama of the "Fenian's Oath."

After the rain of the previous day we had fair weather yesterday, though the morning was cloudy.

Administrator Delassize invites proposals for erecting a markethouse in the Fifth District, late Algiers.

"Enoch Arden" at the St. Charles Theatre this evening. To-morrow evening, benefit of Mr. Edwin Adams.

That woman was a philosopher who, when she lost her husband, said she had one great consolation, she knew where he was 'o nights.

Mr. J. Young Scammon, the prominent Chicago banker, has policies on his life which foot up to the handsome sum of $270,000.

We had a pleasant call yesterday from Mr. L. J. Dupre and Mr. G. W. Scott, of the Memphis *Appeal*, who visit New Orleans on a pleasure trip.

We had a call yesterday from General Webber, editor of the Jackson (Mississippi) *Pilot*, who is on a short visit to the city. He is a guest at the City Hotel.

General Longstreet arrived at Jackson Monday, and the House of Representatives did him the honor to adopt a resolution inviting him to a seat within the bar.

Individuals who have tried the remedy say a ticket in the Louisiana State Lottery will mend a broken fortune sooner than Spalding's glue will mend broken earthenware.

Mark Twain says: "I have seen slower people than I am, and more deliberate people than I am, and even quieter and more listless and lazier people than I am; but they were dead."

Messrs. Gaines and Ducros, New Orleans managers of the Knickerbocker Life Insurance Company, have paid the amount of the policy on the life of the late Captain A. B. Long, and on the life of the late James D. Blakely.

General J. Watts De Peyster, who was with Napoleon in all his campaigns, ending with Waterloo, had a birthday celebration at his New York residence, recently, aged 105. The great men of Gotham were present.

Trade has been so dull in the South that it has reacted on the business of New York city. Merchants in almost every branch of business complain that the Southern trade has been both late and light. Collections with the South are poorer than last year.

The thermometer, yesterday morning, at seven o'clock, was 51° at New Orleans, 46° at Augusta, 52° at Charleston, 29° at Cincinnati, 40° at Louisville, 38° at St. Louis, 45° at Memphis, 44° at Nashville, 56° at Savannah, 60° at Key West, and 61° at Havana.

The ancients are said to have been not less eager than the moderns in the pursuit of wealth, but as they were not endowed with a Louisiana State Lottery; it is presumed the short road to wealth was then undiscovered. Those who would travel this road should not fail to purchase tickets.

Last night, at Odd Fellows' Hall, a large and intelligent audience were greatly entertained by listening to the eloquent Mr. Milburn, the blind preacher, on "What a Blind Man Saw in Paris." This distinguished orator will lecture again at the same place, on Friday evening, on the "Life and Character of Aaron Burr."

During the funeral services of a lady in Lexington, Kentucky, her infant, only a few weeks old, was brought to the chancel of the church, and there, in the presence of its dead mother, was solemnly dedicated in baptism to the God whom she had served. It is said to have been one of the most affecting ceremonies ever performed in any church.

The Board of Police Commissioners, during their session yesterday, reduced the salaries at the central police department and superintendent's office to the amount of six thousand six hundred dollars. This reduction has been effected by the dismissal of a portion of the clerical force, doorkeepers, etc. The board has very properly determined to put down the expenses of the force to the lowest point consistent with efficiency.

Last evening the thoughtfulness of everybody's friend, Mr. Andy Parle, the proprietor of Parle's saloon, No. 46 St. Charles street and No. 145½ Gravier street, prompted him to send to the REPUBLICAN editorial rooms a bottle of Pickwick Club rye whisky of the brand of 1864, which he has just received. The bar on the regular coast packet Bart Able is supplied from Parle's saloon. In the small hours of this morning the whisky went up to the fourth story of the REPUBLICAN printing establishment as copy, and the printers all had a pleasant take.

Mr. Perry, the United States Commercial Agent at San Domingo City, says: "If the United States ships were withdrawn, he (Baez) could not hold the reins of this government." This is the same Major Perry who was at one time connected with the military department here, and subsequently Chief of Police at Galveston, where he was reported to have died of yellow fever. Unfortunately the report was incorrect, and he has lived to misrepresent San Domingo. It is estimated that through this unfortunate source Sumner's judgment has been prejudiced against annexation.

[illegible]

The importance of railroads in the development of the resources of the country, and the great increase of wealth and revenue which they bring to the people through which their lines traverse, shows the necessity of continuing the work without cessation. It would hardly be supposed that in the year 1826 there was not a railroad in the United States doing business; that in 1827 the first three miles of railroad were built, and in the forty-three years that have since elapsed the length of railroads through all parts of the country is 54,435 miles, with an average yearly addition for the past three years of five thousand miles. If this rate is maintained for the period extending to the end of the present century, we shall have over 200,000 miles of railway. The cost of all these railways, thus far, is put down at $2,573,526,109—an amount about equal to our present national debt. The average cost for building the railroads during the last ten years per mile, has been estimated at $40,345, and before that time the average was about $45,000. These thoroughfares are of incalculable benefit to the country as carriers and distributors of products, and as a means of developing the territory through which they are constructed, to an extent that seems almost fabulous. Those who have given the subject attention say that the freight transported on the railways of the United States during the year 1869 amounted to $12,000,000,000, or between four and five times the national debt at its height. The great work goes on without cessation, and with the regularity of clockwork, at all times, and in their course climb great mountains, bridge large rivers and wide watercourses, overleap huge chasms, and are thrown across even the most formidable barriers of travel and intercommunication. What a wonderful power these iron roads, with the swiftly-speeding locomotive and its long train of cars, are, in the process of production, distribution and consumption of the material wealth of the nation! What stability they give to the movements of trade, travel and commerce! As we cast a retrospective glance at the remote sections of our country, which a few years ago were almost inaccessible, and that through long and tedious stages of travel, now within a few hours reach to even the most timid of our people, by swift and easy transit, it seems almost a dream and scarcely to be believed, were it not that the stubborn fact is before us. The great increase in the value of property around and near these great arteries of our national body politic shows that the more that is done in this matter of internal improvement the greater will be the wealth of the nation. Here in the South, it is said that, owing to the want of railroads, and the little that there is of them, there is great difficulty in in getting the produce of the country to a quick and profitable market. Were we in possession of railroads in proportion to those which are built and running in and through the Northern and Western States, our cotton, sugar, timber, and other products of the farm, plantation and forest would be in the market and used or shipped to other commercial points in the time that it now takes to get it ready for shipment at the place of its production.

In the North, by the railroads that now intersect almost every conceivable point, the product that formerly ate itself up with charges before it could get to market, arrives now, and, deposits a profit in all hands; and the area of perishable commodities and ephemeral transactions is indefinitely enlarged. Buffalo steaks in all the great city markets, California fruit in its season all over the East, innumerable with centres drawing their supplies from other States much easier than they formerly did within a circle of half a dozen miles; these are among some of the wonderful result of the railroad system of the country as yet in its infancy. If we look at the influence and effect of the extension of lines of travel through our cities, we will find the effect in the increase of the value of property and the addition of population by which property is settled upon and improved, gives wealth and prosperity to the cities that build and stock these railroads. New York and all the large cities of the North, East and West are examples to prove the statement. Even now in New York the question before the people of these and the neighboring and adjacent cities, towns, and the country for fifty miles around, is what can be done to give a more speedy transit for freight and passengers to and from it. Elevated, tubular, and subterranean or arcade railways have been suggested and are under consideration by the great capitalists of that great metropolis, and thus increase its wealth and population. If we look at the great States of our Union to learn which of them stand first in point of wealth and prosperity, we will see which has the largest number of railroads, and the question is settled accordingly. Illinois has the greatest length of track (5243 miles), having passed Pennsylvania during the year 1870. Massachusetts claims the greatest number of miles of road to miles of territory, because it is asserted that the roads of that State accommodate a greater proportion of people to that of any other State. The States next in order to Illinois are New York, Pennsylvania, Ohio and Indiana, followed by Iowa, Wisconsin, Missouri and Michigan.

In many of the Northern States these railroad corporations are becoming great and powerful consolidated monopolies. For instance, in New York there are the Harlem, Hudson River, New York Central and the New Haven railroad, with its connections East, West and North, all under Cornelius Vanderbilt, the railroad king of the United States. The gemini of the Erie, Fish and Gould, have through that great road been a gigantic competitor with the distinguished commodore in his efforts to control the traffic and travel of the West and North. The Pennsylvania Central, with its power and influence, has added wealth and prosperity to the State of its location by the lengthening of its lines through the other contiguous States. It has become a great Briareus, and, unless checked in its onward course, threatens to overtop all other great railroad corporations in wealth, resources and extent of its route and connections. So great have these monopolies become that some have not scrupled to use the means at their command to corrupt courts and legislatures to gain advantages which could not be secured by honesty and fair dealing.

The time will come when such proceedings, becoming contagious, will cause these corporations in their might to endanger the rights of the people to such an extent, that it will become necessary to bring them under a general system of competition by other men and associations, as is now the case in other branches of trade and manufactures. When this is done, and when our railroad interest is as well matured as the real estate or any other business conducted in our country, we shall expect less of corruption and oppression, and more of accommodation and consideration for those who patronize and sustain it.

This need not, however, deter the increase and rapid progress in the railroad building of the country, and more especially of our State which stands in such great need of railroads to develop and bring forth her resources, for the enriching of her people and the settlement and occupation of her lands by an industrious and thrifty population.

VOCAL MUSIC IN PUBLIC SCHOOLS.

At the last meeting of the Board of City School Directors a committee was appointed to take into consideration and report upon the subject of introducing instruction in vocal music as a part of the system of education in our public schools.

Few people, we think, will demur to this movement, should it, on examination, be found consistent with the means at the disposal of the board of directors. For we do not suppose that the futile system of some years ago of teaching pupils to sing a few childish melodies by ear will be revived, but that the art of reading music will be taught, which, at any rate, is just as easily acquired as any other reading.

One error has existed in regard to public schools, an error descended from a previous generation, but which we are pleased to know is fast growing obsolete. Formerly public schools were viewed in some sort as charitable institutions, organized more especially, if not wholly, for the benefit of the poorer classes of society. This being the case, it seemed a consequent doctrine that the beneficiaries of public schools needed nothing but the severely useful in such education as might fall to their lot, and that for them ornamental attainment of any kind was altogether out of place. True, this idea never had the same influence in New Orleans as elsewhere; for here the public school system is comparatively new, and was inaugurated under such auspices that the well-to-do and the comparatively wealthy avail themselves freely of the public schools for the education of their children. Besides, a large portion of the community has at last perceived that the acquisition of ornamental knowledge not within the scope of the absolutely necessary has yet the most beneficial effect of affording to its possessors means of recreation for leisure hours, that may be a potent antidote in after years to the temptations of dissipation and of vice. If this be so, it must follow that even the poorest among us have a right that may not be gainsaid to those attainments which have heretofore been considered the exclusive prerogative of those in more prosperous circumstances.

There is another idea in connection with the subject which also formerly found universal acceptance, but which is likewise becoming deservedly obsolete. It is the notion in regard to music, that but a small proportion of the masses are gifted with "ear;" that is, such an appreciation of melodious sounds as might justify them in attempting the acquisition of musical knowledge; that all but this favored few were so utterly unqualified that it would be folly to attempt its attainment.

In regard to this error, nothing is hazarded in saying that were children taught vocal music as they are taught reading, it would be found that those who have no faculty for music would bear the same relation to those who possess it as the deaf and dumb bear to those who hear and speak. No one expects to rear these children into musical prodigies—into Handels, Mozarts or Mendelssohns, any more than we expect the mass of those who learn reading and writing to become Goldsmiths, Macaulays or Irvings. The purpose will be answered when the children attain such proficiency as will give one more resource against improper or immoral recreation.

No argument against the proposed measure can be urged on the score of time, for a sufficient amount of instruction and practice can be attained by devoting twenty minutes of every day to this branch of instruction; and this would be no hindrance, even were the time extended, for, acting as a refreshing recreation, the pupils would return to other studies with renewed ardor and all the more success.

The expense need not be great. It would be were it contemplated to add a professor of music to every school, or even allot one professor to several schools. But nothing of this kind, we are informed, is contemplated. An ability to teach the children vocal music should as soon as practicable be made a qualification necessary for every teacher employed: and until that time shall come a competent professor of vocalism can be engaged to teach the teachers. It will be no long time, with the right man under right supervision, and with a system of instruction simplified, clear, direct and unincumbered by a haze of useless technicalities, before every school will possess, among those now engaged in the work of teaching, instructors amply competent for the purpose. It will be admitted, too, that after a certain time applicants for positions will present themselves qualified to teach music to the children, as well as to teach other branches of education.

It will, we suppose, at all times be requisite to have the services of a professor of vocal music, who might have a general supervisory power over the music in all the schools under the direction of a standing committee on music. In this way economy can be united with the utmost efficiency.

One point is important—uniform means of instruction. For this purpose a proper system should be carefully selected, and that system be made the rule of all the schools.

VICTOR HUGO ON THE SITUATION.

This venerable optimist, now nearly seventy years of age, may yet be regarded, in spite of his years, as the fittest representative of young France. He believes in his fellow-countrymen, and neither the passive apathy with which they submitted for so long a period to the empire, nor the violence into which they are so prone to plunge whenever their necks are freshly freed from the yoke of tyranny, can shake that belief. Returning to France after an exile of twenty years, a great part of which was voluntarily endured in preference to live under a government which he despised, this brave, poetic soul sees his native country writhing under a most humiliating defeat, its armies captured or scattered, its government disorganized, its people divided into factions, whose contentions are hardly less fatal to order and true liberty than would be the success of any one of them; imperialists, Orleanists, red republicans, all striving or plotting for the mastery. But beneath this seething sea of revolution his prophetic eye can discern that great unorganized, but irresistible force, the French people, instinct with the spirit of nationality, filled with aspirations after republican liberty, and yearning to assert that spirit and justify those aspirations by the establishment of a strong, yet free government. Relying, as he most heartily does, on the motive power of this spirit among his compatriots, and taking broad and lofty views of human nature in general, Victor Hugo looks forward in the near future, not only to the restoration of France's lost provinces and tarnished glory, but to the establishment, through her instrumentality, of a great confederation of free European States, prophetically christened by him "The United States of Europe." Eutopian as this vision will seem to the ordinary mind, it may be well for such to remember that genius enjoys the prerogative of being always in advance of the age, and above it; seeing as with apocalyptic vision the bright fulfillment of dreams which the son of futurity has yet to ripen into realities. However distant the realization of the poet-statesman's prophecy of a "United States of Europe" may be, his reasons for considering the infant republic free from danger are plain and to the point. According to the report of a correspondent of the New York *Herald*, Mr. Hugo, when asked his opinion as to the safety of the French republic, said emphatically: "Be sure of it. We have law, justice and authority on our side, and with these we shall know how to maintain the republic. Its opponents must traverse a revolution, and a bloody one, to accomplish its overthrow, and I do not think they have the courage to attempt it. The republicans have heretofore always been revolutionists, and the weight of authority was against them. Now the tables are turned, and the monarchists are revolutionists and bad citizens, and demagogues and extremists, and all the rest of the nonsense that was so current during the empire. But they shall have every right except that of tying themselves hand and foot, and handing themselves over to another emperor or king." Thus, if we may trust to the sagacity of one of the leading minds in France, the intrigues of the three parties so hostile to the young republic—Bonapartists, Orleanists and Red Republicans—are foredoomed to failure. So may it be.

RIVER AND HARBOR APPROPRIATIONS.

Major Howell, of the United States engineer corps, who is now stationed at New Orleans, in charge of improvements at the mouth of the Mississippi, permanent fortifications and coast surveys in this department, has received instructions concerning the congressional act of March 3, 1871, making appropriations for rivers and harbors.

Section three of this act directs examinations or surveys to be made at the following named points in Louisiana and Mississippi: At Mississippi City, with a view to a harbor on Mississippi sound; an examination and survey of the Tangipahoa and Tchefuncta rivers; an examination and survey of Atchafalaya bay and Calcasieu Pass.

Also, in reference to a bill introduced into the United States Senate by Mr. McDonald, an examination and survey of Red river from its mouth, to a point above the great raft.

These surveys and examinations are required to supply data on which to form plans of improvement, and estimates of the cost of such plans, to guide Congress in making the requisite appropriations.

Before commencing any of these surveys, Major Howell is anxious to collect from those who are well acquainted with these localities and are interested in the prospective improvement of the rivers and harbors in this section, every kind of topographical and other information that may be useful in organizing and instructing surveying parties, so as to make the appropriations for these surveys go to the furthest extent.

It is to be hoped that residents of this State acquainted with the subjects upon which information is wanted will communicate freely with Major Howell, at New Orleans, in order that we may avail ourselves to the utmost of the disposition shown by the national legislature to give this section of the country its share of river and [illegible] and the consequent [illegible] of commerce.

GENERAL SUMNER.

There was a general feeling of regret manifested, by the friends of General James McCleery when the announcement came that he had been taken dangerously ill in Havana, and that his life was despaired of. The thought that he had just been elected to Congress from the fourth district of this State, and that he was not in a condition to be able to take his seat and enjoy the honors of his new position saddened his Republican friends throughout the State. It is with rare satisfaction that we are now enabled to state that the report as to his being in Cuba is without foundation, as is also the report of his serious illness. The following dispatch, received yesterday, will explain itself:

BACONSBURG, Ohio, March 29, 1871.

Hon. Thomas W. Conway, State Superintendent of Public Education:

I will leave for New Orleans in a few days, enabled to join you in advancing the good cause of education, till I take my seat in Congress next winter.

JAMES McCLEERY.

ON CARONDELET STREET.

We are not yet called on to report any fresh excitement in Carondelet street. Yesterday was almost as dull as the day before—indeed there was almost a perfect calm. The only marked feature of the day was an evident strengthening of Slaughterhouse stock, although this was more of a symptom of a future advance than a real movement. Nevertheless, the price did advance about a point or a point and a half, under the influence of the general conviction that the "bulls" are preparing to open a vigorous campaign. There were some small sales, but the transactions were too limited to be worthy of special mention.

Hibernia Bank stock continues to advance, not with that spasmodic movement which characterizes speculative operations, but with a steady march, indicating that it has acquired the confidence of prudent investors. The rise of this stock before a dividend has been declared is something almost unprecedented, and implies a fixed conviction, on the part of the public, that the institution is not only doing a thriving and profitable business, but that it is managed by discreet as well as enterprising hands.

All the fancy stocks were very quiet yesterday.

The only sale at the board was one of ten shares Sanitary and Fertilizing at 25½.

The following were the bids and offers:

	ASKED.	BID.
New Orleans Gaslight Company	— —	132 00
Crescent City Slaughterhouse Company	40 00	39 25
Louisiana Lottery Company	—	65 —
Sugar Shed Company	24 50	— —
Carrollton Railroad	116 75	115 50
New Orleans City Railroad	178 00	— —
Crescent City Railroad	— —	73 00
Germania National Bank	— —	140 00
Louisiana National Bank	— —	110 00
New Orleans Bank	— —	42 50
Crescent City Bank	— —	19 50
Mechanics and Traders' Bank	41 50	40 00
Union Bank	40 00	39 00
Canal Bank	41 75	40 75
People's Bank	65 00	62 00
Hibernia Bank	— —	133 00
Lafayette Bank	— —	40 50
Gold	1 10½	1 10⅛
Jackson Railroad second mortgage debt bonds	— —	— 70
City consolidated bonds	— 74	— 73½
City five per cent Waterworks bonds	— 56½	— 55
City bonds in favor of railroads	— 75½	— 74¼
City seven per cent funding bonds	— 73¼	— —
City seven-thirty certificates	— —	— 98⅝
Bank of New Orleans city certificates	— 93½	— 92½
Mississippi and Mexican Gulf Canal	450 00	275 00
Sanitary and Fertilizing Company	25 50	— —
Slaughterhouse—second call	39 75	39 25

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DR. CHARLES E. KELLS AND DR. S. P. CUTLER, DENTISTS, No. 14 Dauphine Street, Second Door From Canal. Nitrous Oxide Gas administered. ja12 3dp6m

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A CARD.

As some publicity has been given to the Knickerbocker Life Insurance Company's delay in paying a policy on the life of the late James D. Blakely, I hereby acknowledge to have received from that company payment in full of its equitable indebtedness under that policy. Messrs. Gaines & Ducros, managers for the company, have been prompt and courteous in this adjustment, and the company just and liberal.

J. A. TURNELL.

New Orleans, March 24, 1871. mh30 3dp2t

A CARD.

There having been public insinuations of suicide in the death of Captain A. B. Long, deceased, the Knickerbocker Life Insurance Company, of New York, in which he had a policy, having with my consent reserved payment of same for thorough examination into the circumstances of his death, have promptly paid the full amount of the policy. Messrs. Gaines & Ducros, managers for the Knickerbocker, by whom the policy has been paid, merit this public recognition of their promptness and courtesy.

WILLIAM F. PERKINS, Testamentary Executor of A. B. Long. mh30 2t 3p

DR. GEORGE J. FRIEDRICHS, DENTAL SURGEON, 155 St. Charles Street, Corner Gired Street, one square above City Hall. de7 2p8ly

THE CELEBRATED PEYCHAUD'S AMERICAN AND TONIC BITTERS ARE SOLD BY E. MARTEUSE & CO., DRUGGISTS, Corner Chartres and Bienville, New Orleans, And by the following Druggists, Apothecaries, Grocers and Confectioners: E. J. Hart & Co., Wheelock, Finlay & Co., Ball, Lyons & Co., F. P. Duconge, Frederickson & Harte, A. Schwab, P. Cusachs, S. Cambon, Lapeze & Ferry, Queyrouze & Boiz, Cadillon & Del, E. Valeton & Co., Jos. Brugere, J. G. Speer, M. Marinoni, J. Jeannaud & Co., E. Bauer, Duplantier & Haydel, A. F. Hickman, Victor Pesnoy, J. I. Adams & Co., W. G. Lyons & Co., W. H. Henning, J. W. Homan & Co., G. A. Lanaux, E. Bordelois & Co., V. E. Sarrazin, F. W. Wharton, J. B. Solari, A. W. Toumo, L. Delochie, L. Gamotte, E. Martin, Dr. Bernard, J. Liade, J. Hinderwald, O. Robin, P. Barthe, E. E. Morgin, F. Clavel, J. Gourdon, D. Bienvenu, J. F. Vogel, J. Herber, A. Griffo, B. Leplace, F. Schummacher, J. H. Pope, J. Floral, James Syme, S. Hastings, E. Sauter, Erich Brand, Circus street Infirmary, Max Bibout, Kuntz, D. Lopez, Percival, Desbon & Bonnecaze, Dumontell, Erhart, L. Gallot and others, and also in all Clubs, Hotels and Bar-rooms in the city. mh26 3p ap2

VIDE ET CREDE, SINE DUBIO. DR. J. M. MAGEE, SURGEON AND OPERATIVE DENTIST, No. 107 Canal street. Performs all operations pertaining to his profession, secundum artem. mh19 3mo cod 3p

C. H. [illegible] & CO., [illegible] JEWELERS AND SILVERSMITHS. Mr. JOSEPH R. ELLIS has entire charge of the Watch Department. Watches, Clocks and Chronometers repaired and adjusted. Mr. GUS. SONTAG has entire charge of the Masonic Department. Masonic Jewels, Badges and Regalia always on hand. Seals and Presses for Lodges, Societies, Banks, etc., promptly executed. Mr. JOHN STURTZ has charge of the Jewelry Manufactory. Diamonds reset and Jewelry carefully repaired. Mr. CHR. KUCHLER has charge of the Silverware Manufactory. Silver Presentation Plate made to order; Badges for Societies, Clubs and Companies promptly designed and executed. The Very Best Pebble Spectacles on hand. We import all goods direct from the factories, manufacture on our premises, and offer our stock at prices that can not be undersold. C. H. ZIMMERMANN & CO., ja31 3m 3p 94 and 96 Canal street.

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MEDICAL CERTIFICATE. We, undersigned medical doctors, having examined A. A. PEYCHAUD'S BITTERS; Do certify that these bitters are harmless. They may be used to some certain cases, and generally to maintain health. F. R. GAUDET, M. D. F. L. TANEY, M. D. C. DELERY, M. D. P. DR. FAGET. E. HARRISON, M. D. D. C. HOLLIDAY, M. D. CAPDEVIELLE, M. D. P. O. HUARD, M. D. P. mh11 eod1m 3dp THOS. LAYTON, M. D. P.

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JOHN W. MADDEN, STATIONER, LITHOGRAPHER, JOB PRINTER, AND BLANK BOOK MANUFACTURER, 73.....Camp street.....73. Executes all orders with promptness and dispatch. ja29

THE PEOPLE'S BOOK AND THE BOOK OF THE DAY. JUST OUT. THE LOUISIANA MAGISTRATE. A GUIDE OF DAILY USE TO THE JUDGE, THE PARISH OFFICER, THE LAWYER, THE BUSINESS MAN, AND HEADS OF FAMILIES. Containing the most necessary information on questions of every day use. AND A COMPLETE SET OF FORMS FOR ALL CONTRACTS OF EVERY DAY OCCURRENCE. For sale by BARRETT, SEYMOUR & CO., General Stationers and Law Publishers, mh25 2dp No. 60 Camp street.

NEW ORLEANS SILVER WARE MANUFACTORY. Attention is particularly directed to my SILVER TABLE WARE, such as SPOONS, FORKS, ETC. Prices as low as at any Northern manufactory and CHEAPER THAN IN ANY HOUSE IN NEW ORLEANS. Quality and style equal to any. Full guarantees given in all cases. Every description of Medals, Badges, Military Belt-plates, Sword Mountings, etc., manufactured in the most artistic manner and at low prices. A. HIMMEL, Proprietor, de4 1y 3p No. 185 Poydras street.

BUY THE BEST AND CHEAPEST. IMPROVED WILSON SHUTTLE SEWING MACHINE. Unrivaled for SIMPLICITY, DURABILITY and BEAUTY. Easiest to learn and manage. On easy terms of payment, at TWENTY DOLLARS LESS than machines controlled by "the monopoly." Warranted to do perfect work. Rooms at No. 189 Canal street, corner of Burgundy street. AGENTS WANTED. de16 6m Su & Tu 1y

REOPENING. SEWING MACHINES—ALL KINDS. The public have long desired the establishment of a Mart, where all kinds of Sewing Machines and Sewing Machine Findings could be had: where they could see and compare the workings of one machine with another, and select from the different makes the machine best suited to the uses to which they desired to apply it. To such a Mart we invite you at 139 Canal street. Agents wanted. no26 2p tf M. S. HEDRICK, General Agent.

DOUBLE-BARREL GUNS, $8 AND $10 EACH—GREAT BARGAINS. 500 Double-Barrel GUNS, at $8 and $10 each. 200 Fine English GUNS, at $15, $16 and $20 each. 50 dozen Table KNIVES and FORKS, at $1 and $2 per dozen. 200 Fine REVOLVERS, at $8 and $10 each. For sale by S. B. CHURCHILL & BRO., No. 81 Tchoupitoulas street, between Poydras and Lafayette streets. mh23 1m

NOTICE TO THE PUBLIC. The undersigned having positively determined to retire from business after this month, will from henceforth dispose of his stock of WATCHES, DIAMONDS and SILVERWARE at first 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. G. SCOOLER, No. 11 Camp street, Depot of Kernaghan's Brazilian Pebble Spectacles. mh19 1m 3p

LOUISIANA MUTUAL MARINE INSURANCE COMPANY. SEVENTEENTH ANNUAL STATEMENT. In conformity with the requirements of its charter, the company publish the following statement:

Total Premiums for the year ending February 28, 1871	
Viz: Fire Premiums	$133,[illegible]
Marine Premiums	102,[illegible]
River Premiums	20,[illegible]
Unearned and Return Premiums and Rebate on Premiums	
Net Premiums	
Fire Losses	$60,770 [illegible]
Marine Losses	102,[illegible]
River Losses	22,[illegible]
Taxes	13,[illegible]
Expenses, Profit and Loss, Reinsurance, etc.	37,[illegible]
Net Profits	

The Company have the following Assets, estimated at the lowest cash market value:

City and other Bonds	
Bank and other Stocks	
Real Estate	
Scrip of Insurance Companies	
Bills receivable on Mortgages	
Bills receivable on Pledges, etc.	
Premiums in course of collection	
Cash on hand and in Europe	

The above statement is a just, true and transcript from the books of the Company. CHARLES BRIGGS, President. J. P. ROUX, Secretary.

STATE OF LOUISIANA, Parish of Orleans, city of New Orleans: Sworn to and subscribed before me, this [illegible] second day of March, 1871. P. CHARLES OUVRIE, Notary Public.

Six per cent interest on the outstanding certificates of scrip will be paid to the holders thereof, or their legal representatives, on and after Tuesday, eighth of May next. CHARLES BRIGGS, President. J. P. ROUX, Secretary.

Board of Trustees elected on the twenty-[illegible] February, 1871: Charles Briggs, Charles Lafitte, Ant. Cazabat, John S. Walls, George A. Fosdick, George Foster, R. Brugier, Rudolph Ulrich, F. Anderson, E. F. Girod, A. Fredericks, W. C. Black, George W. Dunbar, Thomas H. [illegible], E. V. Steenhagen, Chas. Hodges, George W. Hyman, D. Jenkins, A. Montgomery, R. S. Hayward, Henry J. Veazy, Felix Lanze, E. Marquess, Aug. Bohn, Charles Weidmann, G. B. [illegible], A. Lecourt, Fr. Shakles, Frank Williams, O. Pennington, Thomas Byrne, Richard [illegible]. mh25 1m M. Gillis.

TWENTIETH ANNUAL REPORT OF THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK. Nos. 156 and 158 Broadway.

RECEIPTS DURING THE YEAR 1870.

For premiums, extra premiums, etc.	
For interest	
For interest, etc., accrued	
Total	

DISBURSEMENTS.

Paid claims by death on policies and bonus, and payment of annuities	
Paid expenses, salaries, taxes, revenue stamps, medical examiners' fees, commissions, etc.	
Paid dividends	
Total	

ASSETS.

Cash in bank and on hand	
Bonds and mortgages, and interest accrued on same	
Loans on policies in force	
United States and New York State stocks	
Quarterly and semi-annual premiums deferred, and premiums and interest in course of collection and transmission	
Temporary loans on stocks and bonds [Market value of securities, $[illegible]]	
Interest due to date, and all other property	
Total	

The ratio of expenses to receipts was twelve per cent of the income. The interest account alone is over [illegible] cent more than the total expenses. B. MORDECAI & SON, GENERAL AGENTS, No. 160 Gravier street, New Orleans, Louisiana. mh24 6t & 8th 1m

BANKS AND BANKERS. THE FREEDMAN'S SAVINGS AND TRUST COMPANY. A National Savings Bank. CHARTERED BY THE GOVERNMENT OF THE United States, March, 1865. Thirty-three branch offices have already been established throughout the country. Principal Office: WASHINGTON, DISTRICT OF COLUMBIA. J. W. ALVORD, President. D. L. EATON, Cashier. NEW ORLEANS BRANCH: 114.....Carondelet street.....114. New Orleans, Louisiana. Deposits of any amount received. All accounts strictly private and confidential. All deposits payable on demand with interest due. CURRENT interest paid or compounded twice or three times in each year. Deposits may be allotted to trustees, guardians and others in charge trust funds; also, to societies, in close and secret societies. Certificates of deposit issued, payable on demand in currency or with interest due. Deposits can be made by mail, bank draft, or postal money order. Money received from individuals, firms, societies and corporations, subject to check at sight. The Freedman's Savings and Trust Company, incorporated for the special benefit of freedmen of the South, but it offers its advantages to all classes alike. As a national institution, subject at all times to the supervision of the officers of the United States, its honesty and integrity are constantly assured. OFFICE HOURS: From 9 A. M. to 3 P. M. Saturday nights from six to eight o'clock. C. B. STURTEVANT, Cashier New Orleans Branch. mh17 1y

LOUISIANA SAVINGS BANK AND SAFE DEPOSIT COMPANY. No. 51.....Camp Street.....51. JOSEPH S. COPES, President. W. VAN FORNEY, Vice-President. JOHN S. WALTON, Treasurer. DIRECTORS: W. H. Thomas, David Walker, Henry Peychaud, Dr. W. H. Robertson. Six per cent paid on savings deposits. Safes rented, and valuables received. Interest on bonds collected and remitted. Persons living in the country will find this a safe depository for valuables, payable at a small expense.

ST. CHARLES LOAN OFFICE. 15.....St. Charles Street.....15. ST. L. DESTES, SUCCESSOR OF A. MARCHAND. Money loaned on furniture, clothing, diamonds, etc.

BUSINESS CHANGES. NOTICE.—The firm of J. B. Bree & Co. this day dissolved by mutual consent. J. B. Bree, Hough retiring from the firm. J. B. Bree will continue the business for his own account, under the name and style of J. B. BREE, and assume the liabilities of the old firm. J. B. BREE, WADE H. HOUGH. New Orleans, January 1, 1871. J. B.—The undersigned thanks his friends and patrons, and solicits a continuance of their favors. WADE H. HOUGH. mh30 1m