New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, MAY 18, 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:

George Ellis, opposite the Postoffice.

A. Simon, No. 94 Exchange Alley.

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

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

James Ennis, Pontchartrain Railroad Depot, Third District; also, at Depot foot of Lafayette Street, First District.

John Schafer, corner of Ninth and Constance Streets.

J. W. Long, corner of Love and Enghien Etree's, Third District.

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

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

The New York *Star* has bought the *Democrat*, started by Brick Pomeroy.

"I'm waiting for the train," were the last words of a man who had been a conductor on a New England railroad.

Horace Greeley is mentioned as the probable United States minister to Berlin, in place of Mr. Bancroft, resigned.

See advertisement of light, airy, pleasant and very comfortable rooms to rent, with or without board, at No. 212 Carondelet street.

Hon. Thomas W. Conway, State Superintendent of Public Education in this State, has returned after a short absence to the North.

The steamer on which Mr. Greeley and the excursionists went down the river on was the Rio Grande, not the Grand Era, as reported in our paper yesterday.

It is said that Mrs. Henry Wood has realized $100,000 by the sale of her sensational stories, which at first she could not induce any publisher to look at.

An act to incorporate the city of Monroe, to fix its boundaries, to provide for the government and create a recorder's court for the same, is published this morning.

Ionia Conclave No. 11, S. W. M., will give their second annual May festival at the Fair Grounds next Sunday. We acknowledge the receipt of complimentary tickets.

Attention is directed to the advertisement of spacious, airy, comfortable rooms at No. 114 St. Charles street, corner of North, fronting on Lafayette square, and for rent at summer prices.

Sealed bids will be received at the Fulton warehouse until the twenty-sixth instant for seventeen thousand pounds of old sheet lead, to be sold for account of the Louisiana State Insane Asylum.

The Alabama and Chattanooga railroad is completed, and will be opened for business this week. This road will shorten the time between the cities of New York and New Orleans about twelve hours.

G. Ellis & Co., booksellers, No. 82 Camp street, send us a pretty little volume entitled "Irene, a Tale of Southern Life and Hathaway Strange." It is from the press of J. B. Lippincott & Co., Philadelphia.

The Sheriff of the parish of Orleans sells at auction, this day at half-past ten o'clock, at his warehouse, No. 74 St. Ann street, between Royal and Bourbon streets, in the Second District, the contents of a fancy store.

Mr. Greeley, accompanied by Mayor Flanders and two other gentlemen, visited the Louisiana Ice Manufactory yesterday. Afterward the party inspected Dr Lamm's ammoniacal gas motor, examining the car and apparatus minutely.

An act defining the obligations of the city of New Orleans to be redeemed as part of the floating debt, under the provisions of section forty, act number seven, approved March 16, 1870, and to enforce the same, is published officially this morning.

The thermometer yesterday morning at seven o'clock was 53° at New Orleans, 56° at Augusta, 60° at Charleston, 59° at Savannah, 48° at Cincinnati, 53° at Louisville, 62° at St. Louis, 54° at Nashville, 62° at Key West, and 63° at Havana.

Mrs. Connolly and Mrs. McQuaid, of the "Bulletin Table," at the Odd Fellows' Hall Fair for the benefit of St. Patrick's school, will accept our thanks for their generous hospitality to the editorial staff of the REPUBLICAN about lunch time yesterday.

Judge William H. Russell, who was impeached before the Texas Legislature on the charge of high crimes and misdemeanors, has been acquitted. Four Republicans and ten Democrats voted in favor of his acquittal, and thirteen Republicans against it.

We have received, with the indorsement of Mrs. J. B. Walton, Mrs. W. G. Hodges and Mrs. T. Mason, executive committee, complimentary tickets to the fete champetre for the benefit of St. Mark's church, at Carrollton Gardens, to commence next Wednesday evening.

United States Marshal Packard yesterday sold at public auction the contraband cigars seized on board the steamship Liberty by the Customhouse authorities at this port. There were some forty thousand sold, averaging one hundred and twenty dollars per thousand, amounting to four thousand eight hundred dollars.

We publish officially an act to ratify and confirm a compromise made between the city of Shreveport and the assignees and representatives of the Shreveport Town Company, in relation to property in said city known as "the batture property," and ratifying an ordinance of the Mayor and Trustees of said city, adopted January 21, 1871.

We publish this morning an act to relieve the State from its obligation to guarantee the second mortgage bonds of the New Orleans, Mobile and Chattanooga Railroad Company under an act of the General Assembly approved February 21, 1870, by the subscription on the part of the State to the capital stock of said corporation, and to regulate the conditions of such subscription, and to secure the construction of the road of said corporation from Vermilionville to Shreveport.

EDUCATION IN EUROPE.

The nations of the present age will be ranked in their station and progress according to the education and enlightenment of their people. Especially in Europe will that nationality stand forth as the foremost with power to guide and rule, as its people are possessed of intelligence, industry and virtue. In an examination of the subject, we find that the first among nations in maintaining a wise and liberal educational system, to which she has been uniformly faithful for three hundred years, stands Prussia. The entire educational interests of the nation are held in the strong grasp of the central government; nothing is left to the chances of popular favor or disaffection. Attendance upon schools is strictly compulsory between the ages of six and fourteen. If poverty or avarice should tempt parents to place their children at work, to the neglect of school opportunities, the attempt is frustrated by the law, which prohibits, by severe penalties, the employment of any person under sixteen years of age, unless he produces a certificate that he has acquired the rudiments of an education. In relation to religious training in the public schools, the latest regulation enjoins that each institution be left to the conduct of the respective religious bodies. The people have a common pride in maintaining a national supremacy in this direction. Aside from governmental support, in no country in the world is the public outlay of means for schools of all classes so liberal.

In Great Britain, it is said that great progress has been made within the last twenty-eight years, though, according to the test of education applied by grown up persons signing their names or making their mark, a great difference exists in the prevalence of elementary knowledge in different counties of England. By the returns of 1868, it is shown that one-fifth of the grown up persons are without education, as far as measured by the test of writing their names. An important measure toward the further spread of education was passed by Parliament in its session of last year. By 33 Vic., chapter 75, entitled, "An act to provide for public elementary education in England and Wales," it is ordered "that there shall be provided for every school district a sufficient amount of accommodation in public elementary schools available for all the children resident in such district, for whose elementary education efficient and suitable provision is not otherwise made." It is enacted, further, that all children attending these schools, whose parents are unable from poverty to pay anything toward their education, shall be admitted free, and the expense so accrued be discharged from the local rates. The school boards are invested with the power of making it compulsory upon all parents to give all children between the ages of five and thirteen the advantages of education. In Russia the schools are, for the most part, placed under the head of government institutions. The total number of schools established directly by the State amounted, in 1867, to 35,000, and the pupils to 1,120,088, or about one and a-half per cent of the population, taking the latter at 70,000,000. The expenditure on education by the State in 1867 amounted to 6,000,000 roubles, being not quite six roubles per pupil per annum, or 50 1-7 copecks, or about thirty cents per month.

Emancipation and education have advanced in parallel lines. In 1861 there was scarcely a public school for the peasantry in the whole empire, yet at the close of the second year of emancipation eight thousand schools had sprung up, all of them supported by the late serfs. At the present rate of its educational development, it can not be many years before Russia will be entitled to rank among the most enlightened as well as the most powerful nations.

In France, as in our country, the degree of education varies greatly in different sections, instruction being far more general in the Eastern and Northern than in the Southern districts. Though public education has made considerable progress in that country, it is calculated that another generation will be required to extend the benefits of education to the whole population of France.

In Austria, until very recently, education was in a very backward state, the bulk of the agricultural population, constituting two-thirds of the inhabitants of the empire, being almost entirely illiterate. During the last twenty years, however, vigorous efforts have been made to bring about an improvement by founding schools and appointing teachers, partly at the expense of the communes and partly, but less, at that of the State. It was enacted, by a series of decrees issued in the years 1848 and 1849, that education should be general and compulsory, and the principle, though not adhered to in Transleithan Austria, nor in those parts of Cisleithan Austria inhabited by people belonging to the Slavonic race was fully carried out among the Germanic population of the empire. In the major part of German Austria the law enforces the compulsory attendance in the "Volks-schulen," or national schools, of all children between the ages of six and twelve, and parents are liable to punishment for neglect.

In Spain, up to a very recent period, the great mass of the population was kept in a state of extreme ignorance. It was rare, in the latter part of the eighteenth century and at the beginning of the present, to find a peasant or an ordinary workman who was able to read, which accomplishment among women was held to be immoral. Though since the year 1838 some progress was made in relation to the matter of public education, it is only within the last twenty years that any real and positive advance is shown in the establishment of schools and instruction of the people. According to the latest official returns, published in 1868, there were 1,251,653 pupils attending the private and public schools, being at the rate of one pupil to every thirteen of the population of Spain. Education is being widely diffused through Switzerland, particularly in the northeastern cantons, where the vast majority of inhabitants are Protestants. In these cantons the proportion of school attending children to the whole population is as one to five, while in the half Protestant and half Roman Catholic cantons it is as one to seven, and in the entire Roman Catholic cantons as one to nine. Parents are by law compelled to send their children to school, or have them privately taught, from the age of six to that of twelve years, and neglect may be punished by fine, and in some cases by imprisonment. In the primary and secondary schools the rich and the poor are educated together—the latter being admitted gratuitously. Sweden and Norway are well advanced in the system of education and the general diffusion of knowledge among the people. Public instruction is gratuitous and compulsory, and children not attending schools under the supervision of the government must furnish proofs of having been privately educated. This same system prevails in Denmark.

Italy, under the rule of priestly domination up to the time of the accession of Victor Emanuel was, and still is in a low state. In the kingdom, according to the census of 1864, out of a population of 21,703,710 souls, there were 16,999,701 who could neither read nor write. Indeed a sad spectacle to be witnessed by other enlightened nations of Europe.

It is to be hoped that by the overthrow of the Roman hierarchy, and the wise and liberal policy of the present ruler, the people may obtain the advantages of a sound system of public instruction, by which they may emerge from their ignorance and superstition to a position worthy the present enlightened age.

As to Turkey, Greece and Portugal, it may be said that in regard to the education of the people it is much the same as in Italy.

The examination of the whole record shows that where Protestantism is the dominant faith as to religion, there education flourishes; and where Roman Catholicism prevails, there it languishes. The prospect now is, that with the political changes which have occurred during the present century, all the European nations will progress in their systems of education and the increase of knowledge among the people.

California is of recent settlement as compared with Louisiana. She is not blessed with a soil or climate superior to our own, and yet she is far ahead of us in all the elements that make up a rich and prosperous State. She resembles us in one particular, that while we have cotton and sugar as a regular source of industry, her people rely upon the gold mines as the certain and leading industry of the State. And yet California, from the earliest period of her settlement, refused to be made the pack horse of the gold mines. It was not enough to take out the crop of gold if it was to be sent abroad for necessaries and luxuries, so the people decided at once that they would diversify their industry in such a way that the money which they made at mining might be kept in the State to enrich the community. Wheat raising was the first step to stop the introduction of flour from the East and from South America. In two years the crops were so abundant that flour was exported to Australia. Irish potatoes were raised in such profusion that they did not pay for transporting them to market.

Having succeeded in supplying herself with bread and vegetables it next became a necessity to cultivate domestic fruits, because the people could not afford to pay four bits and one dollar apiece for peaches, apples and pears. The men who had farmed wheat and vegetables until the price was reduced so low that fortunes could not be realized from that branch of industry, turned their attention to the nursery and cultivated fruit, flowers and grapes. To-day California is better supplied with these articles than we are, and while she sends flour to England she also sends pears, apples and grapes to us. Her last movement is in favor of the cultivation of nuts, and in this department California will soon be offering to supply us with almonds, chestnuts and walnuts cheaper than we can get them elsewhere. A single orchard of three hundred acres has been planted in almonds, five hundred walnut trees were set out three weeks ago in the San Jose valley, and a party is preparing to transplant a grove of chestnut trees from the east to Sinoma valley. Figs already abound in El Dorado. The people who indulge in this progressive and varied industry intend to send as little money abroad as possible. Oranges are a success in California. Peaches and apples grow there in perfection. The Pacific railroad allows of their being sent to the East without delay and at trifling cost.

Are we duly sensible of the tremendous importance of this tireless activity? If we appreciated our own advantages it would at once occur to us that the privilege of supplying the Mississippi valley with fruits and nuts belongs to Louisiana. Our soil and climate are wonderfully adapted to the growth of all the articles we have ascribed to the Californians, and yet, instead of cultivating these sources of wealth, we are tamely and lazily allowing our offshoot beyond the Rocky Mountains to tap our market, and even to sell to us what we might easily raise at home. We have all the requisites of soil and climate for producing everything that California produces, but we decline to use our own advantages.

This is not the first instance in which the South, with all her boasted intelligence, has allowed herself to be the producer of a fleece which other people sheared. The North has kept us raising cotton and sugar which she manufactured and made a profit from. Even our own corn had to be brought from the West, while our superior ability plodded along after a cotton plow, only to sell the product at a loss when the year was out. But then we have had some satisfaction, which was that we called the Yankees all sorts of bad names, and ranked them as mere money-getters. It is a great pleasure to make faces at those who are beating us. While the Yankees, therefore, made the money, we made mouths and cussed, and this re-established the equilibrium. Didn't it?

THE VOICE IN THE WILDERNESS.

The world always has need of reformers. There is no danger that the injunction "be ye perfect" will ever be literally fulfilled, at least in this world, but, by the constant preaching of it, by the application of it to every question of practical morality, enforcing its requirements in season and out of season, there is some hope of its being partially obeyed. The existence of "a just medium" presupposes that of extremes. The pernicious habits of the "fine-bottle man," which, for a time, made drunkenness respectable, led to the opposite absurdity of the cold-water man, whose impracticable theories in their turn drove sensible persons back to the platform of the moderate use of wines, and even, in certain cases, of spirituous liquors. The severe and unjust laws against women in some countries of Europe and in some parts of this country, depriving them of the control of their own earnings, and even, when the husband so desired, of their own children, have occasioned the existing radical movement in the interests of woman's rights, which will have its run, and will only cease when the grains of truth that certainly are contained in the mountain of rubbish on which its advocates stand, have fructified into just and equal laws for woman everywhere. As for the extreme doctrine of giving her an active share in politics (she has always exercised a passive influence therein), that, too, will come about in process of time if it is in accordance with natural laws. If not, no amount of howling, or speech-making, or book writing, or cheating registry clerks and election commissioners; no success of journalistic "organs;" no support of talented men can ever bring it generally to pass, or maintain it long in the few localities where it may be attempted. Good only will come of it in the long run. Good only will come of every attempt at social reform, no matter what the extravagance of its supporters.

For instance, the reform league, now establishing in the North under the auspices of Wendell Phillips, Mrs. Julia Ward Howe and others, male and female, of that ilk, will no doubt be regarded with unbounded contempt by the *soi-disant* "respectable" and "conservative" portion of the community all over the country. To such as regard existing institutions as right because they are existing, and old abuses as venerable because they are old, the attack of Mr. Phillips on large corporations, and his denouncing them as aristocratic in their nature and tyrannical in their tendencies, will seem as wild and fantastical as the assault of Don Quixote on the windmill; but when we remember that less than forty years ago the few "fanatics," as they were then called, who ventured to raise their voices against the enormities of slavery were hooted at, mobbed, and pelted with stale eggs by the vulgar, and denounced by the respectable as incendiaries, lifting their profane hands against an old established, constitutionally guaranteed and God-directed institution—when we remember all this, and looking around us to-day see the result of those so-called fanatical efforts, in the utter downfall of slavery and the elevation of its victims to a position of political equality with their former oppressors, prudence should teach us, if modesty did not, to restrain our zeal for the preservation of old institutions, and look carefully to see what foundation of truth and justice may underlie the seeming extravagance of all "new-fangled theories" of reform.

THE BLUE NOSES' ORGAN.

It seems that we have in New Orleans a newspaper devoted not to the rights of Americans, but to the rights of Canadians. It loves New Brunswick more than the United States, and instinctively clings to Nova Scotia rather than to Louisiana.

Whether this singular phenomenon is the result of "innate instincts" or of "pure cussedness" does not appear; but the fact remains. The New Orleans *Times* is the organ of the Blue Noses, and here is what it says:

> Our Canadian friends do not appear to be satisfied with the terms of the new treaty, recently agreed upon at Washington. Naturally enough they fail to discover any connection between Great Britain's misunderstanding with the United States upon the Alabama question and their own fisheries. They recognize neither right nor propriety in England using their property in satisfaction of claims in which they have not a particle of interest; and they are right.
>
> We sincerely hope that Canada will make the Americans pay for every fish caught within their waters.

For the purpose of blarneying the people of that State out of their trade, the Louisville *Courier-Journal* is prepared to admit that Texas is a great and prosperous community, full of thrift, enterprise and activity, and rapidly rising into imperial wealth and strength. For political purposes the same paper is willing and ready to affirm that Texas is robbed, plundered, demoralized, misgoverned, ruined and forsaken of fortune. We can prove our assertion by referring to the *Courier-Journal* in its different issues. In fact, we have the evidence before us in which the organ at Louisville asserts in one publication that Texas is ruined, and in another that it is on the high road to prosperity. Which statement does the *Courier-Journal* stick to?

Colored delegates were admitted to the recent State Convention of the Kentucky Democracy. They were bona fide negroes, and had an actual presence in the midst of the Bourbons. This rather lays over the State Convention of the Democrats in Louisiana, where colored delegates were paid to deliberate outside of the regular assemblage. It would have fortified our eyesight with increased vigor if we could have looked in upon the sanhedrim at Lexington, and witnessed the beautiful simplicity of the Kentucky Democrats as they accepted the constitutional amendments in the persons of these colored delegates. But a suggestion arises here that frets our happiness to the last degree. As the testimony of negroes is not admitted in the courts of Kentucky against white men, how could these colored delegates have protected themselves from criminal prosecution, supposing that some factious white Democrat had concluded to put a head on one of them, and had followed the assault up with an affidavit that the negro was the aggressor? His evidence would not have been received, and the probabilities are that in addition to being beaten he would have had to pay a fine and go to prison. We submit that the Democracy in Kentucky are in duty bound to protect their delegates by allowing them to give evidence in their own favor.

Have Your Printing and Binding Done at the Pelican Job Office, Corner Camp and Poydras Streets. oc29 1y

DR. CHARLES E. KELLS AND **DR. S. P. CUTLER,** DENTISTS, **No. 14 Dauphine Street, Second Door From Canal.** Nitrous Oxide Gas administered. ja12 2dp6m

JACOB OTT, BUILDER, 184............Delord Street............184 (Tivoli Circle.) NEW ORLEANS. Stores fitted up with dispatch. Jobbing promptly attended to. ja12 2dp 1y

DRAINING MACHINES, WITH **STEAM ENGINES FOR WORKING SAME.** For sale by EDMUND M. IVENS & CO., 53............St. Charles Street............53 ap27 2p NEW ORLEANS.

WATCHES! WATCHES! WATCHES! Just received large invoices of the celebrated WATCHES of Charles E. Jacot, Chaux de Fonds. Alfred Gerard, Chaux de Fonds. David J. Magnin, Geneva. Henry Hoffman, Locle. Thomas Russell & Sons, London. Sole agent for the above watches. E. A. TYLER. my7 1m2p No. 115 Canal street.

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 use to which they desired to apply it. To such a Mart we invite you at 159 Canal street. Agents wanted. no22 2ptf M. S. HEDRICK, General Agent.

CARPET AND OIL CLOTH WAREHOUSE. ELKIN & CO., No. 168 Canal street, invite attention to their new stock of fancy Canton matting, white and checked matting, floor oil cloths from three to twenty-four feet wide, window shades in great variety, mosquito bars, curtain goods, furniture covering, etc. my2 1m2p

A CARD. NEW YORK, March 21, 1871, No. 16 Cedar Street. I, the undersigned, hereby certify that I have this day appointed Mr. W. H. HENNING, of the city of New Orleans, Louisiana, Agent for the exclusive sale of Dr. J. G. B. Siegert & Sons' ANGOSTURA BITTERS in the market of New Orleans, Louisiana. WILLIAM H. KNEEPFEL, Sole Agency for the United States. ap6 2p

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

NEW ORLEANS SILVERWARE 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 2p No. 186 Poydras street.

DOOLEY'S YEAST POWDER Is now almost universally used in the Kitchen, the Camp, the Galley. It is not only the best but the Cheapest Baking Powder, and is unequaled for the production of elegant and wholesome ROLLS, BISCUITS, BREAD, Griddle Cakes, Waffles, Dumplings, Etc.; Composed of the purest and best materials, and put up in Tins which are, to all intents and purposes, impervious to the action of weather and time. It Will Keep for Years in Any Climate. To those who have never used it, we say give it a fair trial, and our word for it, you will thereafter use no other kind. Put up in quarter pound, half pound, one pound and five pound cans, actual weight. Sold Generally by Grocers, Ship Chandlers and Dealers. DOOLEY & BROTHER, Proprietors, Wholesale Depot 69 New street, New York. no20 2p

MACHINERY.

ARMSTRONG'S FOUNDRY AND BOILER MANUFACTORY, Corner of Erato and New Levee streets, NEW ORLEANS, LA. W. J. J. ARMSTRONG, Manager. Manufacturer of Vertical and Horizontal Steam Engines, Sugar Mills, Draining Machines, Saw Mills, Cotton Screws and Gearing, Iron Columns and Fronts of Buildings, Furnace Mouths, Grate Bars, Bone Black, Revivifiers, Gas Retorts, Railroad Frogs, etc.; Low Pressure, Locomotive Flue and Cylinder Boilers of all kins, Filters, Juice Boxes and Clarifiers, etc. no22 1y

D. C. McCAN, IRON AND BRASS FOUNDER, Fulton, New Levee, Notre Dame and Julia streets **Office, No. 135 Fulton Street.** Manufacturer of Vertical and Horizontal Steam Engines, Boilers, Sugar Mills, Vacuum Pans, Sugar Kettles, Clarifiers, Filters, Steam and Horse Power Draining Machines, Saw Mills, Gin Gearing, Furnace Mouths, Grate Bars, etc. Second hand Machinery and Boilers always for sale. Steamship and Steamboat Repairs promptly attended to. ap30 1y

HOTELS AND RESTAURANTS

AMITE CITY HOTEL. AMITE CITY, LOUISIANA, Is now open for the reception of guests during the summer months. A limited number of boarders can be accommodated with first class accommodations. my13 1m GEORGE H. CLARKE, Manager.

SAZARAC RESTAURANT, 16............Royal Street............16 BY SPARICIO. The best of everything in the market, and pure Wines and Liquors, at down town prices. Table service elegant. Waiters polite and attentive. ie5

FOUNDRIES.

GEORGE CRONAN, (Successor to Bennett & Lurges,) SOUTHERN ORNAMENTAL IRON WORKS. Corner Magnolia and Erato streets, Near Jackson Railroad Depot, New Orleans, Louisiana. Blacksmithing and Housework in general, Vaults Store Fronts, etc., made to order at the shortest notice. Office at the Foundry. au23 1y

MISCELLANEOUS.

PROSPECTUS............PROSPECTUS OF THE TRIPLER TIE AND WOOD PRESERVING COMPANY **Office No. 162 Common Street.**

The Tripler Tie and Wood Preserving Company has been duly organized under the State law, for the purpose of purchasing and working two valuable patents issued to Mr. A. B. Tripler, in 1870. One being for a new mode of preserving wood from decay, applicable to cross-ties for railroads, bridge timber, and all lumber exposed to atmospheric influences: and the other for a new and improved form of railroad cross-ties, by which it is believed a superior tie can be furnished at about the first cost of the tie now in use.

For cross-ties, to which for the present the attention of the company will be mainly directed, the patents cover two forms: first, a solid tie, which is thoroughly impregnated with, the antiseptic compound and then coated with a vulcanized preparation; second, the sectional tie, composed of three or more pieces, each thoroughly seasoned. Each piece is impregnated with the antiseptic, then covered with the vulcanized preparation, and while hot put together and wel fastened, making the tie stronger than if solid, and from all present experience it is believed practically indestructible.

The purchase of these patents has been effected on the most favorable terms, the patentee receiving a portion of the capital stock of the company in full payment and compensation for the assignment of the patents for the whole United States. Already negotiations have been initiated by more than one of the leading railroad companies of the North for the purchase of the right to use the two patents on their lines, and orders for the patent cross-ties are now in this city for more than an ordinary mill could furnish in a year.

The company, desiring that the manufacture should be carefully conducted under the immediate supervision of the patentee, are about to purchase or lease a conveniently situated mill, and put up the requisite tanks and machinery before undertaking any contracts or parting with any portion of their rights.

To meet the expense attending this they have decided on opening books of subscription to the capital stock of the company to the extent of one hundred thousand dollars, in shares of one hundred dollars each, ten per cent payable at the date of subscription, and the balance at call of the Board of Directors, in installments of not more than ten per cent, at intervals of not less than thirty days.

Should it be deemed desirable to retain the exclusive manufacture of the ties in the hands of the company, the capital stock may be increased to three hundred thousand dollars. The original subscribers will have the privilege of pro rata increasing their stock before it is again offered to the public.

All stockholders are on an equal cash basis—none of the stock having been given away or parted with, except the amount paid to the patentee, who receives one-third of the capital stock as the price of the patents.

Taking into consideration the number of miles of railroad in the United States and the number in progress, and that the ties in use require renewal every five or six years, an estimate can be made of the probable demand for the ties this company proposes to furnish: for we have every reason to believe (from the experience of European roads, of the durability of ties treated in a similar but not in so effective a manner) that under our patents ties will last from twenty to twenty-five years.

Books of subscription will be found at the office of Messrs. Wingfield & Bridges, 162 Common, near Carondelet street, and with either of the following named directors:

W. Alexander Gordon.
E. Newman, firm E. Newman & Co.
P. S. Wiltz, firm Wiltz & Co.,
J. J. Warren, firm Warren, Crawford & Co.
George A. Fosdick, firm George A. Fosdick & Co.
S. H. Aby, firm S. H. Aby & Co.
Benjamin Newgass, firm Lehman, Newgass & Co.
T. S. WILLIAMS,
(Late General Superintendent New Orleans, Jackson and Great Northern Railroad) President.
L. B. CAIN,
(Firm John Marks & Co.) Treasurer.
my11 we&su

SALE OF UNCLAIMED FREIGHT. NEW ORLEANS, JACKSON AND Great Northern Railroad, New Orleans Freight Department, New Orleans, April 22, 1871.

THE FOLLOWING DESCRIBED UNCLAIMED freight now in warehouse will be sold at public auction, by D. E. Morphy, auctioneer, to pay freight and charges on same, if not claimed within thirty days—

E. Adler, one Old Boiler.
Dr. S. R. Lemmon, one Washing Machine.
J. H. Walsh & Co., one piece Stove Casting.
J. L. Bonill, one bundle Trees.
Steamer John Howard, care Violet Black & Co., two Cams, complete.
G. H. Koester, four boxes Sundries.
Charles Genella, one tierce Glassware.
J. A. Wibert, one box Merchandise.
Cannon Tranis, care G. L. Clapp, two bags Cotton Seed.
P. Murphy, No. 64 St. Charles street, one chest Tools.
McCarty & Sebasfian, one can Oil.
Rosenbaum, S., care Beadles, Wingo & Co., six bundles Carriages.
H. T. Coffee, two boxes Corn Shellers.
J. F. Frank, sixteen boxes Oil.
C. E. Wynne & Farr, one Horse Power, one roll Belting, six packages Horse Power and five Rods.
Warner, one empty Keg.
R. K. Treat, three boxes Household Goods.
C. Stumpf, one chest Luggage.
Felix Merz, one Tool Chest.
N. C. Gullet & Co., one empty Beer Barrel.
C. Fuchair, care Bernard & G., one box Merchandise.
H. H. Emory, one Gin Sand with Wrench.
G. S. Cleveland, Franklin, Louisiana, one box canned Fruit.
John Carr, Columbia Landing, care J. H. Jackson, two bags Oats.
Automatic Gas Company, Jackson, forty cases Gasoline.
Sentinel, Thibodaux, Louisiana, one Machine.
Order, one piece Belting.
G. G. Graw, one box Merchandise.
E. A. Clausen, one barrel Potatoes and one bucket Krout.
ap22 We&Sa4w EDWARD A. BURK, Freight Agent.

BANKS AND BANKING.

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, Actuary NEW ORLEANS BRANCH: 114............Carondelet street............114 New Orleans, Louisiana.

Deposits of any amount received. All accounts strictly private and confidential. All deposits are payable on demand with interest due. SIX PER CENT interest paid or compounded, free of all taxes three times in each year. Especial advantages afforded to trustees, guardians and others having in charge trust funds; also, to societies, lodges, divisions and associations. Certificates of deposit issued, payable on demand in currency or gold, with interest due. Deposits can be made by express, or bank draft, or postal money order. Deposits received from individuals, firms, societies and corporations, subject to check at sight.

The Freedman's Savings and Trust Company was incorporated for the special benefit of the 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 Congress of the United States, its honesty and integrity are constantly assured.

OFFICE HOURS: From 9 A. M. to 3 P. M., and on Saturday nights from six to eight o'clock. C. D. STURTEVANT, mh17 1y Cashier New Orleans Branch.

LOUISIANA SAVINGS BANK AND **SAFE DEPOSIT COMPANY,** No. 51............Camp Street............No. 51 JOSEPH S. COPES, President. W. VAN NORDEN, Vice-President. JOHN S. WALTON, Treasurer. DIRECTORS: W. H. Thomas, David Wallace, Henry Peychaud, Dr. W. H. Holcombe. 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 Company a safe depository for valuables, papers, etc., at a small expense. no11 1y

RAILROADS.

NEW ORLEANS, MOBILE AND TEXAS RAILROAD. Change of Schedule.

On and after MONDAY, May 15, 1871, passenger trains will run as follows:

11 A. M. Day Express arriving at Mobile at 5 P. M., connecting with through trains of the Mobile and Montgomery and Mobile and Ohio Railroads, for all Northern and Eastern cities. Pullman's Palace Sleeping Cars are run through on this train from Mobile, without change, to Louisville, via Humboldt, and from Tensas (near Mobile) to Cleveland, Tennessee, via "Blue Mountain Route." On SUNDAYS this train will leave New Orleans at 8 A. M.

2:30 P. M. Accommodation to Ocean Springs, stopping at all the watering-places, arriving at Ocean Springs at 6:35 P. M. This train will stop for passengers at the French Market, foot of Elysian Fields street, and Claiborne street, in New Orleans, and at the Signal Stations on the Coast. It will not run on Sundays.

5:30 P. M. Evening Express, arriving at Mobile at 11:05 P. M., connecting with the Mobile and Ohio railroad, and at Meridian with the Alabama and Chattanooga railroad for all points North and East. This train runs DAILY.

Through freight trains each way DAILY, and freight received at foot of Julia street, before 5 P. M., delivered at Mobile early next morning. Through bills of lading signed for all points on Mobile and Ohio and Mobile and Montgomery roads and their connections.

Rates as low as by any other route.

For through tickets or information in regard to rates, apply at the office of the company, corner of Camp and Common streets (Story building), opposite City Hotel.

J. A. KENDRICK, General Superintendent.
my14 WILLIAM Be DELL, Ticket Agent.

NEW ORLEANS, MOBILE AND TEXAS RAILROAD. Reduction of Prices to Watering Places and Mobile.

On and after WEDNESDAY, May 3, 1871, special tickets for the round trip will be sold at the following reduced rates:

From New Orleans to

BAY ST LOUIS AND RETURN	$2 25
PASS CHRISTIAN	2 50
MISSISSIPPI CITY	3 00
BILOXI	3 50
OCEAN SPRINGS	4 00
EAST PASCAGOULA	5 00
MOBILE	7 50

Tickets to New Orleans and return are sold from the above stations at the same rates.

The above tickets are good only three days from date of sale.

Tickets for sale at the ticket office, corner of Camp and Common streets, opposite the City Hotel, New Orleans, and at the above named stations. Also, at ticket office under Battle House, Mobile. my2 1m

TO THE TRAVELING PUBLIC. NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD. SPECIAL NOTICE.

On and after to-morrow, SATURDAY, April 22, until further notice, passengers to all points North, East and West will leave New Orleans from the depot of the Pontchartrain railroad, foot of Girod street, on the levee.

At 6 O'Clock A. M. and 3:30 P. M.,

Connecting with the magnificent lake steamer Creole, for Manchac, where they will be transferred to the cars of the New Orleans, Jackson and Great Northern railroad without extra charge, making the same time and connections North, as heretofore, and

Seven Hours and a Half Quicker than any Other Line.

This change has been made to prevent any interruption to the travel North on account of the threatened overflow caused by the crevasse in the parish of St. John the Baptist.

The Magnolia accommodation train will be discontinued until the repair of the levee, of which due notice will be given.

Baggage checked from residence to destination, and berths secured in Pullman palace cars as usual.

Tickets for sale at No. 22 Camp street, corner of Common street, and at depot foot of Lafayette street, on the levee.

S. E. CAREY, General Ticket Agent, New Orleans, Jackson and Great Northern Railroad.
D. B. MORRY, General Ticket Agent, Mississippi Central Railroad.
ap 22 S. W. SCOTT, General Passenger Agent.

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. FOLLETT, General Passenger and Ticket Agent, St. Louis.
J. L. GRISWORD, General Superintendent, St. Louis.
jy5 1y THOMAS BORWIN, General Southern Agent, Louisville.

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

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 eight 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 office through the South.

WILLIAM R. BARR, General Passenger Agent, New York.
W. B. SHATTUC, General Southern Agent, Cincinnati, Ohio.
je2 1y

BUSINESS CHANGES.

DISSOLUTION OF CO-PARTNERSHIP. The co-partnership of F. Seuzeneau & Co. is dissolved by mutual consent, from and after the first of May, 1871. F. Seuzeneau will liquidate the business of the firm. F. SEUZENEAU, A. BERTUS. May 9, 1871.

The undersigned will continue the business for his own account, at No. 24 Bienville street. my10 16 25 F. SEUZENEAU.

WOOD---COAL.

FIELD & BELL, (SPENCER FIELD, JR.—WALTER O. BELL.) Wholesale and Retail Dealers in **Pittsburg, Anthracite and English Cannel COAL,** Also, ASH, OAK and PINE WOOD. Steamships, steamboats, cotton presses, foundries and families promptly supplied at the lowest market rates. Main office 147 Camp street, corner Girod. Branch office 261 Magazine street near Poeyfarre. se3 1y