

New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS NEW ORLEANS, MAY 20, 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 Schaefer, corner of Ninth and Constance Streets.

J. W. Long, corner of Love and Eugline Etrees, Third District. E. S. Marks, opposite Jefferson Market, Sixth District. W. R. Dirks, No. 34 Annunciation Street.

If you want a reliable and economical refrigerator, buy the "Ice King," at No. 6 Carondelet street.

A Down-East woman could not attend her father's funeral because she was so busy house-cleaning.

A bouquet of fresh flowers has been successfully frozen in a block of clear artificial ice made in Philadelphia.

See advertisement of light, pleasant and very comfortable rooms to rent, with or without board, at No. 312 Carondelet street.

The State debt of Ohio has been reduced during the first half of the present fiscal year by the sum of \$162,493. The balance of the debt is \$9,529,584.

The latest British traveler who has visited America and written about it says: "I have never seen so many nice-looking old ladies as in Boston."

A hard frost was the sensation at Poughkeepsie, New York, on the night of the tenth instant, and the fruit crop is considered to be seriously damaged.

The Handsboro Democrat of the thirteenth announces the death of Colonel Harvey Latham, an old and well known citizen.

A grand convention of all the brass bands in the State is to be held at Rutland, Vermont, some time during the summer. The residents all want to leave town about that time.

Thomas F. Wilson, Esq., United States Consul at Matamoros, is in the city, en route from Washington to his post of duty. Mr. Wilson will leave here to-morrow morning.

A Kentucky loafer was sold under the vagrant act and bought in by his wife for ten cents, and she is supposed to have paid an advance of nine hundred per cent on his value.

Go to No. 6 Carondelet street and buy an "Ice King Refrigerator," if you wish fresh meats and vegetables and plenty of ice water all summer. They are the best ever invented.

Madame Cecelia Young Kretschmar, a well-known vocalist in Washington, has just had a decree of divorce granted her, separating her from Julius C. Kretschmar, her husband.

Attention is directed to the advertisement of spacious, airy, comfortable rooms, at No. 111 St. Charles street, corner of North, fronting on Lafayette square, and for rent at summer prices.

The Philadelphia Public Record completed on Saturday the first year of its publication, and says that already it has attained a circulation second to but one other morning paper in Philadelphia.

An exchange says that a man who deserves to be handsomely rewarded for accomplishing that which heretofore has been numbered with the impossibilities, has been charged with cheating hackmen at Niagara Falls.

We have received from William Creevy, Esq., a pamphlet copy of the argument of Franklin B. Gowen before the judiciary committee of the Senate of Pennsylvania on behalf of the railroad and mining interests of Pennsylvania.

Holders of fiscal agency certificates are again notified to apply at once at the Bank of New Orleans, Administrator of the Floating Debt, for conversion into bonds of the three million loan, as but few of those bonds are now remaining.

The thermometer yesterday morning at seven o'clock was 58° at New Orleans, 60° at Augusta, 63° at Charleston, 55° at Savannah, 49° at Cincinnati, 52° at Louisville, 62° at St. Louis, 63° at Nashville, 62° at Key West, and 64° at Havana.

The Sheriff of the parish of Orleans sells at auction this day at 10:30 A. M., on the premises, on Julia street, between Magazine and Foucher streets, First District, one large clarifying kettle, with shating, pulleys, pipes, etc. See advertisement.

It has gone to the country that Joseph Belknap, of New York, lately nominated as supervising inspector of steamboats, is a brother of Secretary Belknap. This is erroneous. He is not only no relation whatever, but Secretary Belknap never heard of him until he was nominated.

The bureau of engraving and printing has turned over to the Register of the Treasury \$20,000,000 of bonds of the new loan of the denomination of \$1000, \$500 and \$10,000. As soon as these are ready for delivery to subscribers, Superintendent McCarter will be able to furnish another \$30,000,000 of the lower denominations.

At the earnest solicitation of the Rev. J. Moynihan, the Rev. William Foley will deliver a lecture next Sunday evening, in Odd Fellows' Hall, the proceeds of which are to be devoted to the completion of the beautiful church of St. John the Baptist, Dryades street. The subject of the lecture will be "The Orators of Ireland," and the cards of admission fifty cents each.

Colonel William H. Garland, president of the board of directors of the Peabody public school at Summit, Mississippi, having resigned his official connection with the school, some three hundred pupils repaired to his residence to remonstrate against that resignation. The Colonel was inacceptable, however, as contemplated absence from the town required the step he had taken.

THE COTTON AND SUGAR INTERESTS OF ST. LOUIS.

Such is the title of an article which undertakes to show that St. Louis may command a large part of the cotton and sugar crops of the South. We do not object to any attempt to divert the trade in these staples from their present markets; but the enterprising merchants of St. Louis should remember that all trade now adopts its own place of sale, and that there are certain laws which govern the selections that will not justify our staples in going so far to the Northwest to prepare for the voyage to those cities in which their value is fixed by the consumer. Can not our enterprising friends be content with the superior facilities for commercial intercourse with the immense territory which lies between themselves and the Pacific ocean? We do not complain that they have opened ways by which they can send their manufactured or agricultural articles into Texas or Florida without our agency. We are content that they shall bill through to any foreign port all commodities which can not pay the ordinary transfer charges here. But they must not blame the enterprise of their merchants or steam barge men, if they shall not succeed in carrying cotton from Mississippi and Texas to be sold in St. Louis. The mathematics of commerce is against this course of trade. We affirm that the price of cotton everywhere is the Liverpool price, discounted for the cost and time of transporting it to that market. If the St. Louis merchant will look at the prices at Liverpool, New York, Charleston, Savannah, Cincinnati, St. Louis and New Orleans, he will find exactly that difference among them that represents the cost and time between each of these cities and the ultimate port of valuation.

No port can pay more than another for cotton, any more than any one could pay more than another for gold. The strength of each city then as a cotton center must depend on their comparative facilities for concentrating the staple, and for sending it forward at the least possible cost of time and money. We concede—perhaps with regret—that there is no power to control the price of cotton by any casuistic combinations among the holders. Thus far, the capital commanded by the spinner, and the reduction of consumption upon a rise of price, has broken down every attempt to corner the consumer. The process of purchasing cotton is so plain, at this day, that it does not require the exhibition of much capital to move it. Take an hundred bales of cotton in any city of the United States, telegraph a New York factor that you will set over your bill of lading and policy to guaranty his acceptance, and you have the capital, which the cotton has furnished you. With a certificate of rapid and certain transportation, cotton can move itself. On these subjects our merchants have much experience. They have witnessed signal experiments in the former attempts to control market prices in the interest of the holder. They have come to know that their interest consists in expediting the sales and transfer of the crop at this port, and in offering all the inducement to planters that integrity and economy can afford. We are not prepared to admit that the same amount of sales on commission, and the same weight and value of a commodity can be handled with more science, dispatch, and more to the satisfaction of the seller and buyer than by the cotton factors of New Orleans.

Let our St. Louis friends draw a series of radical lines from Liverpool directly through the several Atlantic ports to the various quarters of the cotton region. It will be found that all this cotton is moving on right lines between production and consumption. Cheapness of transportation is, of course, one element that influences any value in transit, but this is controlled by the paramount importance of time. Hence we see half a million of bales going North by rail and coastwise from the cities of the Atlantic coast. The city of Memphis can take cotton direct from Arkansas to New York by rail. Upper Alabama sends cotton across to Norfolk, Charleston and Savannah. New Orleans has lost a vast amount of cotton, grown east of the Mississippi, by operations of this law of trade. Of this she does not complain. It is inevitable. But if we look to the fact that the cotton labor is emigrating from the Eastern, Atlantic and Gulf States to Louisiana and Texas, it will be found that New Orleans is rapidly so placing this labor as that it lies more immediately upon the way to Liverpool than any other competing route. We do not say that the shortest line of transportation between Houston, Austin or Marshall and Liverpool will be through New Orleans, but the vicinity of those interior cities to a deep water outlet at New Orleans, carrying large cargoes to Liverpool in nearly the same time that they could be shipped by rail across the country to the Atlantic ports, and with so much greater economy, will determine the exportation of all cotton grown on and west of the lower Mississippi by way of the port of New Orleans.

We demonstrate the strength of New Orleans by the extraordinary and steady increase of her receipts since 1866. Before the war she marketed and sold nearly fifty per cent of the whole crop; she now markets nearly forty per cent, with every prospect of enlarging the proportion with the increasing production of the valley and western territory of the Mississippi. We hope that St. Louis will content herself with her great advantages, and not engage in a controversy for a trade which she cannot possibly obtain, but which will tend to promote strife where every interest demands harmony.

SUNDAY SEMI-SECULARIZED.

We see by the New York papers that there is a reform movement among the members of the Young Men's Christian Association of that city, which favors the opening of public libraries on Sunday—usually mislabeled "the Sabbath." Of course so liberal a proposal is opposed by the so-called orthodox members, who would compel everybody to go to church

on that day, *volens volens*, or else leave that to "go to"—that other place supposed to be prepared for those who will not go to church.

To one not blinded by prejudice, it would seem that the proposition of opening public reading rooms on Sunday is a most excellent one. There are hundreds, nay, thousands, of young men in every large city upon whose hands Sunday is a drag. They do not know what to do with themselves. They will not go to church; they feel neither edified nor entertained when they do go. They do not feel at home in "the house of God." Nothing they hear there seems to concern them. And yet they are restrained by some undefinable feeling from participation in out of door amusements, and so they read a morning paper, or perhaps two, if they can afford the luxury, and spend the rest of the day lounging around the streets, or dozing or smoking in their rooms. This is peculiarly the case in New Orleans, where so many young men come in search of a better livelihood than they can make in their native towns or villages; and where, being cut off from the restraint of home and family ties, they speedily abandon the formal attendance at church, which was the burden of their boyhood. Now, if we had public reading rooms, open on Sunday, where mental food of a healthy and stimulating character could be obtained on moderate terms, or better still, gratis, these wandering sheep might be insensibly and indirectly led into the path of morality, and perhaps into that of religion. The reading room might turn out to be the vestibule of the church, for, in reading the simplest thing, a poem, a work on science, the biography of some great or good man, some idea or fact might be brought under their notice which would strike the key note to that psalm of worship that throbs, though often inaudibly, in every human heart. Anything which withdraws the mind from the ordinary topics of week-day life, and fixes it on those of deeper moment, is a sermo. To quote from a valued Northern contemporary: "If in reading physiology a man gets a hint even of the divinity of his body, and grows ashamed of the debasing uses to which he heretofore put it, that physiology is a preacher to him, and through this more healthy physical growth the soul may have a better chance by and by. If in geology he sees even dimly the traces of a God, there is hope that sooner or later the spark of reverence will be developed into an adoring flame."

The free religious services held in theatres in some Northern cities we think likewise an important step in the right direction. The very novelty of the plan will attract the curious, and then it rests with those who conduct the services to retract and retain as many as possible. If these or similar means, such as free lectures on moral or scientific subjects delivered on Sunday, were adopted by the various Young Men's Christian Associations instead of the distribution of the puerile literature called "tracts," in whose potency for good some sects have so much confidence, a decided reformation we think would soon be observed in the national observance of Sunday, which would thus become a moral, mental and perhaps spiritual help to thousands who now find it the dreariest day of the seven.

It is difficult for the general public to sympathize with the United States Senate in its present anger at the surreptitious publication of the new treaty with England, because the public rather enjoys the reading of the document that proposes to settle so many and such exciting difficulties in a single paper. It is probably proper that the breach of privilege should excite the indignation of the Senate; but the public will refuse to consider this question apart from the other suggestion, that there was no necessity for this secrecy which the Senate sought to maintain about an important public matter. If the Senate had established its privilege over a question about which the Senate was alone concerned, the people would have resented any attempt to break down the safeguards of legislative deliberation; but when a matter in which the entire country is interested is sought to be withdrawn from public consideration, the intelligent voice of the American people will sympathize with the intrusion which breaks down the exclusiveness which arrogates to itself the right to settle extraordinary controversies without consulting with the country. Our disputes with England affect vast interests of a political and pecuniary nature. All the questions at issue have been discussed upon the stump and by the press until the entire constituency of the Senate is intelligently informed as to the issues and demands that are disposed of by the treaty. The people have made up their minds as to what they want, and they intend to demand that their conclusions shall be set forth in any convention which disposes of these issues. The new treaty proposes to adjudicate controversies that have disturbed the people of two powerful nations for a number of years. If the settlement is not in accord with the American idea, then it is an improper consummation, because the principle which has been neglected will still be left to disturb our relations with Great Britain hereafter. The only way in which this omission was possible of detection was to submit the new treaty to the test of public discussion, whereby its defects might be amended. The Senate did not seem to appreciate this necessity of submitting the treaty to the criticism of its constituency, but arrogantly determined to withhold the convention for its own consideration. The people refused to be shut out in this way from the appreciation of its own concerns. It demanded the treaty. Curiosity was lashed into its inquiry after the settlement. The press responded by publishing for the people what belonged to the State Democratic Convention last week. It says that Kentucky will not be submitted

to a little experience of our own in Louisiana allows us to say that the Paducah oracle is a little too hasty in its conclusions, for Democracy is the same in Kentucky as it is here—willing to win with any cards that can be found in the deck. The negro has won two victories over the Bourbons lately, and he is marching on to other conquests. Having been admitted as a delegate, and being accepted as a good witness, he now holds the two bowlers, and the game may be said to be in his hand to win a regular nomination for office. We shall see.

HOW STANDS THE RECORD?

The *Picayune*, in reply to some remarks of the New York *Sun* upon the welcome extended to Mr. Greeley in the South, says:

Any time before 1852 Mr. Greeley would have been welcomed cordially by all Southern members of the great Whig party, of which he was so long an esteemed and trusted advocate.

In another part of the same article the editor adds:

The editor of the *Sun* can recall no instance of a Northern gentleman who was molested in the South on account of his opinions on the subject of slavery. Not even after the line of party separation had become almost exclusively sectional, nor when opposition to the extension of slavery had become the leading feature of the great opposition party of the North, was there any risk to any Northern gentleman in visiting any Southern State or city.

Such remarks call up unpleasant memories. When Senator Foote said to Hon. John P. Hale on the floor of the United States Senate, "Sir, if we had you in the first tree," did any Southern Senator deny or repudiate the sentiment? Perhaps some one did, but if so it has escaped our memory.

Again, when Massachusetts sent her duly authorized agent to South Carolina with the respectful proposition that the question of the constitutionality of a certain law of the latter State should be submitted amicably to the adjudication of the federal courts, how long was he permitted to remain in the city of Charleston? Who notified him that he could not stay? By what authority was he ordered to depart?

Was not Mr. Hoar a "Northern gentleman," and a Whig as well, and was not this record made up prior to 1852?

Coming nearer home we have some recollection of a certain Mr. Lissou, who came to this city on a certain occasion on board the steamer Creole, duly consigned to the authorities from Handsboro, Mississippi. The newspaper report of the matter says Lissou "had his hands closely shaved by the staunch Handsboroans, then covered with a coating of tar, and ornamented with an outside array of feathers."

We also remember something of the civilities extended on a certain occasion in this city to a "Dublin Irishman," as the newspapers called him, named Archer Robinson.

Perhaps if the records of Judge Hunt's court are preserved they will tell something about a Pittsburg gentleman named Harris—showing why he was arrested, and why the Judge discharged him with a lecture to the Mayor.

There are other memories, too, but why call them up? They are of the past. Let them slumber while we all try to do our present duty by cultivating peace and brotherly love.

Vallandigham is coming to the surface again, and now proposes to lead the Democracy of Ohio in a beautiful fight next year. He has been interviewed as to the campaign which he has planned, and the principal points are given in a very flowing style as to the strategy which can be made available to cheat the country. All the amendments are to be accepted, but their manner of adoption is to be denounced with unceasing violence. Free trade is to be proclaimed so far as it is practicable, which is a very latitudinarian plan. The revenue system is to be abolished as soon as the condition of the country will admit of it, which is another indefinite conclusion. Manifest destiny is endorsed and national expansion is decreed, but San Domingo must be kept out because there is jobbing about it. It did not occur to the great agitator that these two propositions were inconsistent, neither did it flash upon his mind that the acquisition might be made without indorsing the supposed jobs. Grant is accused of six leading political sins, and would have been accused of others if there was not plenty of time to do it yet. And, as a last plank, all sorts of combustible suggestions are to be thrown in, according to locality and prejudice. Vallandigham thinks that these propositions will make Mr. Groesbeck, of Ohio, President, while he goes to the United States Senate. What response does Louisiana make to this new upheaval? Is the *Picayune* aware that this flank movement is being executed in the West against its friends of the Tammany ring? Is Ohio to do the entire heavy work of the Democracy? Is Vallandigham the proper man to court at present in order to smooth the way into the customhouse at New Orleans in 1872? Are there any pilgrims going to Dayton, Ohio, to spend the summer for their political health? We must keep an eye on Dayton, and hold our ear close to Vallandigham's law office in that beautiful village.

It is a source of considerable gratification to the *REPUBLICAN* that it is at last able to meet the New York *World* on a common platform of regret that the late prize fight between Mace and Coburn resulted without the maiming of one or both of the pugilists. After having demoralized the country with its inception, progress and disgraceful exhibition of cowardice, that it should have been allowed to end without personal injury to the authors of the affair is sincerely to be regretted. Possibly the ludicrous conduct of the bullies as they danced around each other for a solid hour and a quarter without striking a blow, may have the effect to disgust even the rowdies of the ring with the entire business. In that event the country may congratulate itself that Mace and Coburn beat their reputations out if they did not confuse their persons.

A Democratic paper printed in Paducah, Kentucky, is very violent because colored delegates were admitted to the State Democratic Convention last week. It says that Kentucky will not be submitted

THE NEW ORLEANS REPUBLICAN

PRINTING COMPANY'S STEAM BOOK AND JOB Printing Establishment, 94.....Camp Street.....94

We have purchased from George Bruce, New York, entirely new type for the *REPUBLICAN*. Also from T. H. Senior, agent, a new

CAMPBELL BOOK PRESS, with all the late improvements, which, in addition to our previous supply of Printing Machinery, will enable us to turn out work with dispatch, and in a style that can not be excelled in the South.

We have also in operation three first-class

GORDON PRESSES of assorted sizes. These are considered in New York the Best Presses that are made, for the rapid and superior execution of work. We employ skillful workmen, who will at all times be properly informed as to the latest and best styles of work.

We would call the particular attention of the Mercantile and Business Community to this department of our Establishment, as we have made it to extensive additions in the very

NEWEST STYLES

POSTER AND GENERAL JOB TYPE, PRESSES, ETC., WHICH ENABLE US TO EXECUTE EVERY DESCRIPTION

OF PRINTING, SUCH AS MAMMOTH POSTERS, FANCY SHOW CARDS, RAILROAD WORK, LAWYERS BRIEFS, BOOK WORK, STEAMBOAT WORK, BUSINESS CARDS, PROGRAMMES, HANDBILLS, AND ALL KINDS OF MERCANTILE WORK.

The facilities we have in the way of STEAM, CARD AND HAND PRESSES

ENABLE US TO EXECUTE WORK RAPIDLY, NEATLY AND CHEAPLY.

INTEREST TO CALL AT OUR JOB OFFICE AND LEAVE THEIR ORDERS.

We have made special provision for Steamboat Printing, and have

NEW FONTS OF BEAUTIFUL TYPE FOR COLORED BILLS, AS WELL AS SOME OF THE FINEST COLORED INK TO BE HAD.

BLACK AND COLORED INKS, AND OF EVERY SIZE. Our Facilities for Printing

BLANK WORK, ARE UNEQUALLED BY ANY ESTABLISHMENT IN THIS CITY

BILL HEADS ON ANY QUALITY OF PAPER, Prices According.

INSURANCE POLICIES AND BLANKS, RAILROAD TICKETS, TIME-TABLES, In fact, all kinds of JOB PRINTING can be executed at this Office—not only with dispatch but on accommodating terms.

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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, via Louisville, via Humboldt, and from there (near Mobile) via Cleveland, Tennessee, via Blue Mountain Route. On SUNDAY the train will leave New Orleans at 8 A. M., and stop for passengers at the French Market, Ocean Springs at 6:30 P. M. This train will stop for passengers at the French Market, Ocean Springs at 6:30 P. M. This train will stop at all the watering places, springs, etc., in New Orleans, and at the Signal Station on the coast. It will set out on Sunday, 3:30 P. M. Evening Express, arriving at Mobile at 11:30 P. M., connecting with the Mobile and Ohio Railroad, and at Meridian with the Alabama and Chattanooga railroad for all points North and East. The train runs daily. Through freight trains each way DAILY and freight received at foot of Julia street, before 5 P. M., delivered at the destination on the following day. Through bills of lading signed for all points on Mobile and Ohio Railroad, and Montgomery, Mobile and their connections. Rates as low as by any other route. For through tickets and information in regard to rates, apply at the office of the company, corner of Camp and Common streets (Story building), opposite City Hotel. J. R. KENDRICK, General Superintendent, my14 WILLIAM B. DEBEL, 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, MISSISSIPPI CITY 2.50, BILLOX 3.50, OCEAN SPRINGS 4.00, EAST PANAGOULA 4.00, 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, my12m

TO THE TRAVELING PUBLIC.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD. SPECIAL NOTICE. On and after to-morrow, SATURDAY, April 27, until further notice, passengers to all points North, East and West will leave New Orleans from the depot of the Pontchartrain railroad, foot of Grand street, on Tuesday.

At 6 O'clock A. M. and 3:30 P. M., Connecting with the magnificent lake steamer Creole, for Manacha, where they will be transferred to the cars of the New Orleans, Jackson and Great Northern railroad, without change, making the same time and connections North, in 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 left as directed 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. CARRY, General Ticket Agent, New Orleans, Jackson and Great Northern Railroad. D. R. MORBY, General Ticket Agent, St. Louis, Missouri, Central Railroad. S. W. SCOTT, General Passenger Agent, ap22

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, adjacent to Battle House and Louisville line and Willard Hotel.

N. R. Tickets to Cincinnati and points East, via this line, are good on main line steamer and Mail line tickets are good on this road.

CHARLES R. FOLLETT, General Superintendent, St. Louis. J. L. GRISWOLD, General Superintendent, St. Louis. THOMAS BOWEN, General Southern Agent, Louisville. my15 ly

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 7 P. M. AN EXPRESS TRAIN leaves the foot of Canal street at 8 A. M., via the New Orleans, Mobile and Chattanooga Railroad, and 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.

General Superintendent Agent, J. H. WINGFIELD, 205 St. Louis, Mo. J. W. SHATTUCK, Ticket Agent and Southern Railroad, 1004

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 Pullman Palace Cars, Day and night coaches, through to New York without change.

Two Lightning Express Trains Daily. This is the only line from Cincinnati to New York under one management; the only line from Cincinnati to New York without break of gauges; the only line whose trains run through the New York without change; the only line running coastwise through without using compromise wheels; the only line running at Pullman 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 comfort, from and after the first 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 ticket offices through the South. WILLIAM R. BARR, General Passenger Agent, New York. W. E. SHATTUCK, General Southern Agent, Cincinnati, Ohio. my15 ly

BUSINESS CHANGES.

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

The undersigned will continue the business for his own account, at No. 21 Bienville street, my10 16 25 F. SENECA.

WOOD---COAL.

FIELD & BELL, (Successors of J. C. WALKER & Co. Bell.) Wholesale and Retail Dealers in

Pittsburg, Anthracite and English Canal COAL, Also, ASH, OAK AND PINE WOOD. Steamship stores, coal, iron, tin, brass, and other goods. Main office 147 Camp street, corner Giro. Branch office 301 Magazine street near Taylor. my15 ly