

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, APRIL 24, 1872.

Mr. George Alfred Townsend has been chosen as a delegate to the Cincinnati convention from the State of Delaware.

The report of the Cincinnati Chamber of Commerce on pork packing in the West, seasons of 1870-71, and 1871-72, has been received.

Thanks to Senator William Pitt Kellogg for statement of the rates of duties and imports under the several acts from 1789 to 1870, inclusive.

The Austin Journal regrets to learn that some of the most promising fields of wheat in Texas are threatened with rust, owing to the cloudy, foggy, wet weather of the past month.

We have received from Hon. Harvey G. Eastman, mayor of Foughekeepsie, New York, a pamphlet setting forth the advantages of that city for a place of residence in the summer for Southern families.

The secretary and treasurer of the Mechanics and Agricultural Fair Association of Louisiana sends us two complimentary tickets for the reporters of the REPUBLICAN during the fair, which commences to-day.

Massachusetts Liberals of the prophetic sort aver that General W. F. Bartlett "may be the next Governor of Massachusetts" if he cares to be. What about General Butler—didn't the Washington folks promise him the next chance?

A Washington dispatch of the eighteenth instant to the Louisville Courier-Journal says: "The Secretary of the Treasury today awarded a moiety claim of \$32,000 to Collector Casey, of New Orleans, and the surveyor of the port, and decided that the alleged informer had no claim to a portion thereof."

Miss Rhoda T. Ellis, of Exeter, New Hampshire, has commenced her forty-first year of teaching. She began in 1832, on a salary of \$2 a week, when the school expenses of the town were but \$500. Her father, Rev. Ferdinand Ellis, taught in the town from 1820 to 1839.

Two guileless Iowa maidens induced two jocosse Iowa youths to go through the marriage ceremony with them "just for fun." This done, the guileless females produced previously prepared licenses and certificates, and the jocosse individuals are now at liberty to repeat at leisure.

The Tieborno claimant complained bitterly to a London reporter, who recently visited him in Newgate prison, of the injustice done him, and expressed himself confident of acquittal of the crime of perjury. He sought that the jury were frightened at the prospect of 200 more witnesses being examined, and so decided abruptly against him.

A mournful event is thus alluded to by a San Francisco paper: "Any person learning the whereabouts of a young man named Scott, who attempted to seal a bottle of benzine this morning, with a lighted candle standing near the bottle, will confer a favor on his sister at the mission by reporting the same to her, as his clothes will fit her husband, who is badly in need of them."

The political contest in Oregon is represented by the press of that State as about to be one of the bitterest ever waged in the extreme West. The national and State issues are merged into fractional interests, and the dictation of the office-holders has inspired a discontent that promises a plentiful crop of defeat and disappointment to the confident leaders of the administration forces.

This was the contention call to the Liberal Republicans of Chattanooga: "Every Republican who condemns the corruption which has developed under the present administration and the infamous outrage perpetrated by administration office-holders on this community, is earnestly invited to attend." They had Murphy's pretty bad in Tennessee, and the revolt is as a result more vigorous on that account.

The Orientals still carry on the trade in Circassian beauties to a large extent. The Levant Herald speaks of a party which lately arrived at Trebizond, among which was a young houri of fifteen years, of such unusual beauty of form and face that she was readily bought for 100,000 piasters by a rich merchant. The young beauty was entirely resigned to her lot, and cheerfully embarked to find a home at Constantinople.

The sixth grand State fair presents among its attractive features the amusement of the turf. On the opening day, Wednesday, April 24, the races will commence at four o'clock, and will consist of a running race, mile heats. The horses are Sir Rufus, Village Blacksmith, Von Moltke and John McDonald, whose well known characteristics will attract a large crowd and make the betting spirited. Besides these entertainments the management have provided other attractions, which will make the days of the fair long remembered for the pleasure intended to be afforded.

A young lady teacher in one of the schools of this city recently got married, and, to preserve her place and give her a start in life, implored the directors to retain her on the rolls. The joke is that she married a young and "brilliant barrister," whose ambition to put himself before the public induced him to sign a card with several other members of the bar, tendering his services to the public "without hope of reward" to prevent the payment of school and other taxes, which, unless paid, would deprive the young wife of the means of subsistence. True patriots, however, treat such little discouragements as nothing.

The second parlor concert was equally successful as the first, regarded in an artistic point of view, our well-known and highly finished amateurs accrediting themselves with marked distinction. Mr. Van Benthuyzen and Mlle. Fleury were loudly eulogized and the voices of the quartette at the close singing "Oh in the Silly Night" was certainly one of the best drawn evidences of musical culture many of the listeners had ever heard. The audience was large and fashionable and made up of such material as should make the indefatigable Mr. Chase feel proud. The winner of the piano was Mr. P. G. Carson, of Algiers, to whom a bill of sale and certificate was given, 826 being the lucky number.

THROUGH ROUTE TO CHICAGO. In another year we are to have a through line to Chicago. That single sentence tells the story. But, says the reader, have we not had a through line for the last three years? No. There were several lines that connected together and thus enabled the passenger to ship himself or his freight direct to Chicago or any other point, but the traveler had to change cars, take carriages, and put himself in charge of many different companies before he could reach his destination in the North. Now we are to have a veritable through line that will run direct from New Orleans to Chicago by the shortest route, without incommode the passenger or shifting its freight. It is a great project, and what is more to the point, it is a project destined to a speedy completion.

The details of this enterprise are as follows: The Illinois Central railroad, which extends from Chicago to Cairo; the Mississippi Central, which extends from Jackson, Tennessee, to Jackson, Mississippi, and the New Orleans and Jackson road, extending from Jackson, Mississippi, to New Orleans, have formed or have almost completed negotiations to form a coterminous line from the chief city of the West to the great metropolis of the South. Mr. Tom Scott, who represents the Pennsylvania railroad; Mr. H. C. McComb, who represents the Southern Security Company, and Mr. Norman Wood, who represents the Illinois Central, are to meet at New Orleans on Thursday next, for the purpose of completing the combination, whereupon immediate provision will be made for bridging the Ohio river at Cairo, and for building a railroad from Jackson, Tennessee, direct to Cairo, Illinois, a distance of about one hundred miles. This work being completed, the blue cars that run from Chicago to Cairo will be put clear through to New Orleans, transporting grain in bulk from the elevator on Lake Michigan to the grain elevator on the Mississippi river at New Orleans. This same grain can then be put in the cars of the Chattanooga railroad going east, or into the cars of the Texas roads going west, and delivered in bulk at any point accessible by rail from the city of New Orleans. The only labor of discharging and lading cargo will be done by machinery at the elevator; and the only trouble or expense will be a cost of perhaps two cents per bushel in lifting the grain from one set of cars to the other. By this means New Orleans proposes to become the central distributor of Western grain throughout the South, whether by land or by sea, for it will be as easy to load a ship for the markets in the Gulf or Europe, as it will be to load a car for the interior.

The obstruction to this plan heretofore was the absence of the bridge at Cairo, and the want of direct railroad connection between Cairo and Jackson. The route in use at present for the transportation of freight and passengers between New Orleans and the West is identical with the one which we have described, except in the matter of the road from Jackson, Tennessee, to Columbus, Kentucky, which belongs to the Mobile road, and is, therefore, inimical to New Orleans. Besides, it is inconvenient and expensive, requiring shipment of freight and passengers by water from Columbus to Cairo, a distance of twenty-two miles. The new combination made by Messrs. Scott, McComb and Wood has often attempted to obtain control of this single link that obstructed their design of connecting the South and West by a single, direct and continuous road; but the Mobile company would neither sell nor charter its road from Jackson to Columbus, and this has forced our railroad men into this new movement to obtain what is so necessary to be had before the grain of the West can be delivered in bulk fresh from the elevators in Chicago.

In addition to the above improvement in our trade facilities, the city of New Orleans has consented, or will, that the Jackson road shall build a track connecting with the elevator of Mr. Higby, on the river, and the same privilege will be granted to the Chattanooga company of running its road up the levee to the elevator. By this connection the trains from the East and West will meet there, coming from the North at a common centre, and the products of the South will be shipped North, while the products of the North will be shipped East and West with but a single disturbance at the central depot in New Orleans. A train loaded at Chicago will make the entire distance to New Orleans without break or stoppage, and a train loaded at New Orleans will make the run to Chicago, across the bridge at Cairo, and deliver its cargo safe and undisturbed within two days and a half.

This is the beginning of business. It is the mere door to that which is to follow. As one enterprise always necessitates another, just as one new piece of furniture creates the desire for an entire set. When the city of New Orleans becomes the grain distributor of the South, all the dependent country which must seek its food here will also be put to its ambition to construct new and improved means of connection with the central market. Railroads will be built in every locality; rivers will be made navigable; roads will be improved. The spirit of progress, being spread, will be embraced and cultivated in every portion of this long neglected section. Capital that has heretofore refused to seek our market will roll in upon us as it has rolled in upon the West, and under its influence the land will bloom and blossom as the rose.

It may be said that this combination threatens to assume the shape of a vast monopoly that will ride like a colossus over our smaller and weaker enterprises. Not while the Mississippi river rolls in freedom from the mountain to the sea. Before we can be put under foot the railroad men must disperse the mighty waters of our inland sea from their channel. Besides, the line of road from Mobile to Columbus will always compete with the road from New Orleans to Cairo. We are, therefore, doubly protected, without considering that it will be to the interest of this new combination to put freights at the lowest rates in order to in-

duce the largest possible business over its extended road. The Illinois Central is not allowed by its charter to engage in building roads outside of the State in which it is located, but the members of the company can connect themselves with any enterprise that meets their approval. The present movement to connect the Illinois Central by an unbroken line with New Orleans has the entire approbation and support of the leading financiers of the Illinois Central and also of Mr. Scott, the famous railroad king of Pennsylvania. Both the West and the East are contending for the favors of the South, for while Chicago desires to supply us with grain, Pennsylvania seeks to divert Southern trade to the East over the roads of that State. And as it is our business to facilitate these designs in every possible way, the enterprise which we have detailed above is one that should receive every encouragement at the hands of our authorities and the people whom they represent. And that such encouragement will be extended we have not the shadow of a doubt.

A VISIONARY SCHEME. Mr. John E. Gowan, who acquired some celebrity and made money by raising the ships sunk in Sebastopol harbor, has brought himself to believe he can buy our merchant ships several miles over the bars at the mouth of the Mississippi. So far as he is concerned, if left to himself, he could do no harm with his visionary, impracticable schemes, but he has unfortunately found a man to assist who occupies a position that enables him to do much mischief. Our Senator, Kellogg, whose term fortunately expires next March, has fallen in with Gowan's scheme, and, in his interest, introduced a bill in Congress which proposes to give the company which Gowan has or can conveniently form under our laws \$2,500,000 for trying the experiment for ten years. The following is a copy of Kellogg's bill:

Be enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the purpose of passing merchant vessels drawing more than fifteen feet of water over the bar at the mouth of the Mississippi river, so as to enable the same to reach the port of New Orleans and depart therefrom with full cargoes, and for developing the grain and produce trade of the States bordering on the Ohio and Mississippi rivers, and to be hereby authorized, authorized and directed to execute a contract, as herein provided, with the National Ship Buoying and Towing Company, a corporation organized under the laws of the State of Louisiana, which said contract shall remain in force for the period of ten years from its date, unless the same shall be abrogated by the Senate and the House of Representatives in the manner provided in this act.

Sec. 2. That the said National Ship Buoying and Towing Company shall, within twelve months from the passage of this act, construct of iron according to the plans of John E. Gowan, civil engineer, as set forth in the memorial of said corporation submitted to Congress, containing a full and complete description of the same, and also supply all the necessary machinery therefor, including said docks and their apparatus, equipments and appliances shall be stationed at the mouth of the Mississippi river, in such condition as shall be sufficient for buoying and lightening vessels, with their full cargoes, drawing any depth exceeding fifteen feet of water, across the bar below New Orleans, with safety and reasonable dispatch, without detriment or damage to said vessels or their cargoes.

It naturally excites our sympathy to see the humiliating strait the Bee is in since the adjournment of the Democratic convention. It finds itself without a party—a leader, indeed, without a following. But this is not the worst of it. The dictatorial position it assumed in defining the course the convention should pursue was treated with an indifference and scorn which has very naturally excited the deep indignation of our contemporary. It now announces that it will no longer be tied to the tail of the "Democratic kite," but will create a new party, a sort of political Don Quixote, which, with the Bee as its Sancho Panza, will make sanguinary war on the Democratic wind-mill.

In all of this we see a natural disgust over cherished but defeated plans. But the Bee should not take it too seriously. The evil can be remedied if only our neighbor will pursue the right course, and conform itself to circumstances which have passed beyond its control. There is no life in the old Democratic organization, certainly, and it would be a waste of time to attempt to revive it; but there is strength in the Liberal Republican movement. It is gradually absorbing both the Democratic and Reform parties. The policy it inaugurates more effectually secures the reform in political abuses, each of those organizations were desirous of obtaining, as well as securely advancing the best interests of the country. It is an old adage, but a true one, that it is folly to kick against the pricks. The Bee has been doing this for some time and the result of it has been its own defeat and humiliation. It should therefore abandon a practice demonstrated to be suicidal. Let it come within the fold and not stray from it. Separate and distinct as a political movement the Democrats can accomplish nothing. They have neither the strength nor the confidence of the people. The Democrats and Reformers united would be but the old Democratic party under a new name. The material is just the same—a wolf in sheep's clothing. To win public confidence something more is required. The colored people of the State want a better guarantee than a change of this description. This is secured by a coalition with the Liberal Republican party, which brings a large colored vote, liberal ideas and a policy in the administration of the government in which all the elements of opposition can agree.

Now, we submit to the Bee if this is not the best course for it to take. Alone, defeat is inevitable. None of the evils it wars against will be corrected. The bad government it condemns will be perpetuated just the same. As now, it can have no voice in regulating State or national policy. It stands on the outside, an enemy and antagonist of all parties, without influence and helpless to correct any evils. It is true that it may retain the consciousness of its moral grandeur and political fidelity, but what good will result from it? The age of martyrs has passed away. It might imitate those ancient stoics, but few progressive Americans would follow its example. The Democratic convention was an illustration of the fact. Nobody admires a failure; nobody, seemingly, but the Bee, and it is about the sole advocate of that inevitable abortion, a separate Democratic movement.

Our advice is good if only the Bee will think so. Let it sign with graceful composure the treaty of capitulation and unite heart and soul with the Liberal movement for the preservation of the country from misrule and anarchy. Our word for it, it will be found to be far the most sensible plan.

THAT COMPACT TURNS UP. There was much counseling and plotting among the Customhouse ringites yesterday, and by the self-satisfied smirk of the "knowing ones" it was evident a child had been born destined to make his mark in the future. At least the astute accouchers opine that way.

As near as the facts developed it appears that the handful of fire-eating Democrats, who were seduced last January into a revolutionary attempt against the State government, are still in the toils of Casey, Packard & Co., and yesterday received instructions to follow up the uncalled for and silly attack made against Governor Warmoth in the recent convention. Hoping still to obtain the spoils of office through the medium of the famous "compact," the obedient and complacent young Democracy are understood to have pledged to call their city ward clubs together and adopt a resolution denouncing in advance any alliance with Governor Warmoth, should he at any future day offer to risk his political fortunes in their frail and unseaworthy craft.

Packard is evidently too much for the untamed and rampaging Democrats. He wants to so complicate and commit them politically that he can eventually dictate terms of co-operation; and the young gentlemen who last week snubbed the gray-beards of their party with the coolest assumption of superiority have fallen into the trap. We sincerely hope the Grant clique will secure and hold fast these ardent and aspiring nation saviors. There will be promise of the people of Louisiana coming to some wise compromise which may secure the future of the State if the assistance of these statesmen can be got rid of.

If the Citizens' Guard will explain to the police how such women as Lizzie Owens are to be dealt with when the parties whom they rob refuse to prosecute them, it will show more sense than it does when it complains about an evil that has perplexed the brains of men for thousands of years to discover a remedy that will result in its suppression. Tell the police what to do, and then find fault if they do not adopt a reasonable suggestion.

The Picayune will insist that Louisiana is in a fallen and ruined condition. The only place wherein we can discover any dilapidation is in the Picayune itself, which certainly does show signs of weakness and prostration.

It is a card. This is to certify that I was the purchaser of a single ticket, numbered 28, for M. A. CHASE'S SECOND PARLOR CONCERT, given at Odd Fellows' Hall last evening, and although I was prevented from attending Tuesday, I was agreeably surprised to see by this morning's papers that my number was drawn by the committee, which entitled me to the prize piano. On presentation of my coupon to Mr. Chase I was presented with a bill of sale and certificate of the manufacturers of the piano, which I have accordingly taken to me. My thanks are due Mr. Chase for the promptness in which he fulfilled his part of the contract, as set forth on tickets.

AMUSEMENTS ON THE TRACK. FOR THE SIXTH GRAND STATE FAIR (1872) OF THE MECHANICS' AND AGRICULTURAL FAIR ASSOCIATION OF LOUISIANA. Commencing in the city of New Orleans on WEDNESDAY, April 24, 1872, and continuing seven days.

First Day—Wednesday, April 24, 1872. TRIAL OF SPEED. RUNNING RACE, MILE HEATS—The horses to be handicapped according to their races at the Metairie and Louisiana Jockey Club Spring Meeting; premium \$250; first horse to receive \$200; second horse \$60; third horse to save his entrance.

Second Day—Thursday, April 25. HURDLE RACE—The horses to be handicapped according to their races at the Metairie Club and Louisiana Jockey Club Spring Meeting; two mile dash, over six hurdles; premium \$250; first horse to receive \$200; second horse \$60; third horse to save his entrance.

Third Day—Friday, April 26. FIRST RACE—Trotting, two miles and repeat, for all horses, to harness and rule; premium \$500; first horse to receive \$300; second horse \$90; third horse to save his entrance.

Fourth Day—Saturday, April 27. MILE HEATS—Three in five to harness and rule; the winner to receive a handsome set of single harness, and champion blue ribbon; second team, a whip and pink ribbon. For private horses and amateur drivers.

Fifth Day—Sunday, April 28. POXY RACE—Pony not over fourteen and a half hands high; premium \$100; second pony to save his entrance.

Sixth Day—Monday, April 29. TROTTING RACE—For all horses that have never been beat 2:30; premium \$250; \$200 to the first horse, \$50 to the second horse, and the third horse to save his entrance.

Seventh and Last Day—Tuesday, April 30. TROTTING, FREE FOR ALL. MILE HEATS—Three beat in five; premium \$300; first horse to receive \$250; second horse \$30; third horse to save his entrance.

GRAND TOURNAMENT FOR GENTLEMEN. Four Suitable Prizes. To close with not less than ten entries, entries to be made by Saturday evening, at six o'clock. The gentlemen and boys intending to enter for the Tournament can practice daily in the ring after the races are over.

On Saturday and Monday. THE GREAT AMERICAN FEESTIVAL. EDWARD PAYSON WESTON. Will appear in his elegant walking suit, and perform one of his celebrated walking feats.

THE OLD CHARM. Having been retitled, has opened at No. 124 RAMPART STREET, corner of Lafayette, under the management of BILLY CLARK, who will be glad to have his old friends and the public give him a call. Lunch daily. The bar supplied with the best of liquors. April 23 2p

AMUSEMENTS ON THE TRACK. FOR THE SIXTH GRAND STATE FAIR (1872) OF THE MECHANICS' AND AGRICULTURAL FAIR ASSOCIATION OF LOUISIANA. Commencing in the city of New Orleans on WEDNESDAY, April 24, 1872, and continuing seven days.

First Day—Wednesday, April 24, 1872. TRIAL OF SPEED. RUNNING RACE, MILE HEATS—The horses to be handicapped according to their races at the Metairie and Louisiana Jockey Club Spring Meeting; premium \$250; first horse to receive \$200; second horse \$60; third horse to save his entrance.

Second Day—Thursday, April 25. HURDLE RACE—The horses to be handicapped according to their races at the Metairie Club and Louisiana Jockey Club Spring Meeting; two mile dash, over six hurdles; premium \$250; first horse to receive \$200; second horse \$60; third horse to save his entrance.

Third Day—Friday, April 26. FIRST RACE—Trotting, two miles and repeat, for all horses, to harness and rule; premium \$500; first horse to receive \$300; second horse \$90; third horse to save his entrance.

Fourth Day—Saturday, April 27. MILE HEATS—Three in five to harness and rule; the winner to receive a handsome set of single harness, and champion blue ribbon; second team, a whip and pink ribbon. For private horses and amateur drivers.

Fifth Day—Sunday, April 28. POXY RACE—Pony not over fourteen and a half hands high; premium \$100; second pony to save his entrance.

Sixth Day—Monday, April 29. TROTTING RACE—For all horses that have never been beat 2:30; premium \$250; \$200 to the first horse, \$50 to the second horse, and the third horse to save his entrance.

Seventh and Last Day—Tuesday, April 30. TROTTING, FREE FOR ALL. MILE HEATS—Three beat in five; premium \$300; first horse to receive \$250; second horse \$30; third horse to save his entrance.

GRAND TOURNAMENT FOR GENTLEMEN. Four Suitable Prizes. To close with not less than ten entries, entries to be made by Saturday evening, at six o'clock. The gentlemen and boys intending to enter for the Tournament can practice daily in the ring after the races are over.

THE OLD CHARM. Having been retitled, has opened at No. 124 RAMPART STREET, corner of Lafayette, under the management of BILLY CLARK, who will be glad to have his old friends and the public give him a call. Lunch daily. The bar supplied with the best of liquors. April 23 2p

AMUSEMENTS ON THE TRACK. FOR THE SIXTH GRAND STATE FAIR (1872) OF THE MECHANICS' AND AGRICULTURAL FAIR ASSOCIATION OF LOUISIANA. Commencing in the city of New Orleans on WEDNESDAY, April 24, 1872, and continuing seven days.

First Day—Wednesday, April 24, 1872. TRIAL OF SPEED. RUNNING RACE, MILE HEATS—The horses to be handicapped according to their races at the Metairie and Louisiana Jockey Club Spring Meeting; premium \$250; first horse to receive \$200; second horse \$60; third horse to save his entrance.

Second Day—Thursday, April 25. HURDLE RACE—The horses to be handicapped according to their races at the Metairie Club and Louisiana Jockey Club Spring Meeting; two mile dash, over six hurdles; premium \$250; first horse to receive \$200; second horse \$60; third horse to save his entrance.

Third Day—Friday, April 26. FIRST RACE—Trotting, two miles and repeat, for all horses, to harness and rule; premium \$500; first horse to receive \$300; second horse \$90; third horse to save his entrance.

Fourth Day—Saturday, April 27. MILE HEATS—Three in five to harness and rule; the winner to receive a handsome set of single harness, and champion blue ribbon; second team, a whip and pink ribbon. For private horses and amateur drivers.

Fifth Day—Sunday, April 28. POXY RACE—Pony not over fourteen and a half hands high; premium \$100; second pony to save his entrance.

Sixth Day—Monday, April 29. TROTTING RACE—For all horses that have never been beat 2:30; premium \$250; \$200 to the first horse, \$50 to the second horse, and the third horse to save his entrance.

Seventh and Last Day—Tuesday, April 30. TROTTING, FREE FOR ALL. MILE HEATS—Three beat in five; premium \$300; first horse to receive \$250; second horse \$30; third horse to save his entrance.

GRAND TOURNAMENT FOR GENTLEMEN. Four Suitable Prizes. To close with not less than ten entries, entries to be made by Saturday evening, at six o'clock. The gentlemen and boys intending to enter for the Tournament can practice daily in the ring after the races are over.

BUSINESS CARDS. McKenna's Soda and Head. Next Door to Holmes. 159 Canal Street. THE BEST IN THE CITY. And all varieties of Cakes and Pies at all hours and by appointment. JOHN MCKENNA.

HERO, JR. NOTARY PUBLIC AND COMMISSIONER OF DEEDS. Office No. 17 Commercial Place. Passports procured with dispatch, and prompt attention given to all business. ap16 ly and

RICHARD BRODERICK. CISTERN MAKER. 133 Julia street. (Between Canal and Magazine.) Second hand cisterns always on hand. All work guaranteed. Lock box No. 30 Mechanic and Building Exchange. ap16 ly

AMERICAN AND FOREIGN. JENKINS & OLMSTED. Architects and Engineers. No. 72 Commercial place, New Orleans, Louisiana. mh19 ly

JOHN GRAY. Proprietor of Phoenix Stables and Undertaker. 115 and 117 N. Ryan Fields street, opposite Fontainebleau. Carriages, Harness, Saddles, and all other articles of the Proprietor, who has the best of the country and city demand, which he can sell as low as any other dealer, and guarantees all stock sold by him. JAMES RAGAN, Stenograph Sales Dealer, 124 Baronne street. ap16 ly

JOHN G. FLEMING. DEALER IN GAS FIXTURES. Has now on hand and for sale at his store, No. 114 Poydras street, the largest and finest assortment of goods in his branch of business that can be found west or south of the Allegheny Mountains. Call and see for yourselves. mh16 6m

P. A. MURRAY. CISTERN MAKER. No. 191 Magazine Street, between Julia and St. Louis Streets. Cisterns made to order and repaired. All work warranted. A lot of cisterns, made of the best material, and at a price to suit the times. Orders promptly attended to. J. B. JOHNSON. DENTAL SURGEON. Office and residence, 152 Julia Street. NEAR CAMP. All operations in Operative, Mechanical and Surgical Dentistry performed. Painless extractions and other anaesthetics administered. mh16 6m

MISCELLANEOUS. NOTICE. NEW ORLEANS, April 18, 1872. Customers will please call and redeem their respective property within ten days from the above date. CHARLES RIPPEN, Watchmaker, ap19 25

NOTICE. Dealer in All Kinds of Furniture. Nos. 101 and 103 CHARTRES STREET, New Orleans. Has constantly on hand an assortment of Cottage Bedsteads extra make, with four-poster Bedsteads, and all other articles of the only Solid Walnut four-poster Bedsteads, with drawers in bottom. Victoria Bedstead Sets, in Walnut, Mahogany and imitation Rosewood, and in almost daily use by the many of the prominent hotel and inland steamship companies, and in almost daily use by the five departments of the principal cities of the Union. It has the emphatic and practical endorsement of the wisest and most successful undertakers; but its prime recommendation is in the record of solid work done—Over One Hundred Actual Fires Put Out, and More than \$5,000,000 Worth of Property Saved from the Flames! For machines or any desired information address to the United States courts, H. C. LAURENCE, A. S. GRABER, General Agent, ap16 2p

NOTICE. BARBOCK FIRE EXTINGUISHER. Combines the original French patents and is constructed by the United States courts, H. C. LAURENCE, A. S. GRABER, General Agent, ap16 2p