New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, MARCH 2, 1873.

See advertisement of note lost for $[illegible], drawn by Waldo P. Todd.

The copartnership under the firm of P. J. Pavy & Co. has been dissolved.

Spacious and airy rooms to rent in the elegant house, No. 212 Carondelet street, immediately above Julia.

Colonel John Roy will conclude his lecture on "Boiler Explosions" at the Academy of Sciences to-morrow evening at seven o'clock.

Among the passengers for Havana on the steamship Frankfort were Major General McDowell and Lieutenant J. H. Jones, of the United States army.

Mr. B. T. Walshe, the popular dealer in gentlemen's furnishing goods, leaves for the North this afternoon for his spring stock. We wish him a pleasant trip and a speedy return.

Ned Buntline, in the Boston *Post*, promises to kill one Sioux and two Pawnee Indians every night for a week, for the edification of the Bostonians. Why don't one of the Indians turn round and kill Ned!

What a glorious thing it would be if all women were rich. Now there is that rich Ohio woman, who cheerfully pays her little $50 fine every time she feels like beating the unfortunate man she calls husband.

Katie Putnam, supported by her popular and select comedy company, will give her unrivaled rendition of *Little Nell* and *the Marchioness*, in the "Old Curiosity Shop," at the Academy of Music to-morrow evening.

Formerly women were prohibited from marrying till they had spun a regular set of bed furniture, and, till their marriages, were consequently called spinsters, which term continues to this day in all legal proceedings.

The lowest point of the thermometer yesterday morning was 24 at Davenport, Iowa. The highest point yesterday afternoon was 72 at Indianola, while 66 at New Orleans. At the same time it was 11 at Fort Sully.

Mr. A. Ulrich, a member of the Young Men's Benevolent Association, and a resident of New Orleans for twenty-two years, died last Thursday. His funeral was attended the next day by the Benevolent Association in a body.

Professor C. G. Forshey, chief engineer of the Louisiana Levee Company, calls upon all proprietors of river front, in the most urgent manner, to close and thoroughly ram the cuts in their levees in order to be prepared for the coming high water.

Mr. William Smith, an old resident of this city, formerly engaged as an extensive coal dealer, and largely interested in other enterprises, died at his residence, No. 175 Philip street, last Friday evening. He was a member of the New Orleans Mechanics' Society.

Seth Green, the great American fish manufacturer, knows more about the finny tribes than the oldest sucker in the creek. He has devoted himself so closely to pisciculture that scales are growing on his back and he breathes through his gills, while at full dress parties he always appears in a codfish tail coat.

The Philadelphia *Press*, in reference to the reports of the committee on Louisiana affairs, considers that of Mr. Morton the fairest, and its recommendations the most conservative. A State court having sustained Kellogg, he does not believe that Congress has any power to interfere.

When the President was at the Capitol the other day allusion was made to the possibility of an immediate session of the Forty-third Congress. The President then expressed an earnest desire that the public business should be attended to and completed before the impending adjournment.

Major Bickham, of the Dayton, Ohio, *Journal*, has been in the city several days, enjoying first the novelties of Mardi Gras, and since then the pleasures of our South-ern climate. He was introduced to the editorial staff of the REPUBLICAN by Hon. George C. Benham, of the House of Representatives.

The travel over the New Orleans and Mobile railroad during the last week or two has been so immense that some of the out ward bound trains have taken out eight or nine Pullman sleeping cars. A train two or three evenings since left the Canal street depot with four or five sleeping cars and six or seven passenger coaches.

The Mobile *Register* bestows the highest praise on Miss Katie Putnam's *Pauline*, and declares that her conception of the character must shake the tradition that Maggie Mitchell is the *Pauline* par excellence. The *Register* says Miss Putnam's *Little Nell* is far more delicate than Lotta's, and shows a clear and correct perception of Dickens' meaning.

We learn from Mr. Thomas Cromer, the genial and gentlemanly passenger agent of the Jackson railroad, that over 35,000 people came by that route to attend our Mardi Gras. It taxed to its uttermost the resources of the road, but all were happily accommodated, and left with pleasant recollections of our people and of the road of which "Tom" is a popular representative.

We regret to learn that Colonel S. N. Moody met with a serious accident while driving out on Sunday afternoon last. It appears that his carriage collided with another, and Colonel Moody's horse becoming unmanageable ran away, upsetting the vehicle and throwing the colonel out, dislocating his left shoulder and otherwise bruising him. His hurts, though very painful, are now much better, and we are glad to say that he may be expected at his business again quite soon.

Two Texas journalists died last Thursday morning about the same hour, and were buried the same day. Mr. J. H. Carnes, at Houston, and Mr. Charles S. Gillespie, at Calvert. Mr. Carnes commenced in Texas as editor of the *Galveston Advocate*, was afterwards editor of the Galveston *News* and of the Houston *Times*, and at the time of his death editorially connected with the Houston *Union*. Mr. Charles S. Gillespie, son of Mr. C. C. Gillespie, was for some time editor of the Calvert *Tribune*.

FALL IN THE THERMOMETER.

The *Picayune* has for some time past sought to make a national issue out of a State question. It has denounced the federal government as oppressive, and counseled a course leading to violence as a means of compelling the decision of this issue. These counsels were directed to a forcible expulsion of a government sanctioned by the highest State tribunal, and since recognized as formally in possession by the federal executive.

Such counsels were naturally disapproved by people who took to peace for their bread and business. That these counsels have not met their approval is evident from the attendance at the meeting on Friday night, the caucus of McEnery legislators upon the proper terms of fusion with the Legislature at the State House, but especially by the late utterances of the *Picayune*. An article headed "The Policy of Louisiana," is so moderate, so different from the inflammatory appeals of the last few weeks, as to authorize the inference either that its writers have an extraordinary degree of self-command, with great flexibility of the quill, or that there is a new hand at the bellows or stops of this organ. The article referred to recites that the paper regarded the past conflict as a "Louisiana contest," as "a contest between the different organizations of the white race in Louisiana"—whatever this last may mean. That "unprepared to enter into a physical contest with the government of the United States," it "sought redress from Congress." The government having practically taken part in this contest, "it is no longer a civil, but a military contest." "Of course," says the *Picayune*, "we deprecate such a contest as we did at first." So, there will be no fight, and all the appeals to the people of Louisiana to nullify the decrees of the State courts and stand by the government returned by the board of the *Picayune*, were never intended for blood-shed. We are glad to hear this disclaimer. It will allay much anxiety or doubt among those who believed in the desperate consequences to result from the cleaning out process. The logic of this State rights organ is a little odd. First, it asserts the right of a citizen to refuse obedience to a State court, if he conscientiously believes that he knows better what that court should have decided than the court itself; then that the same "right of private judgment" exists in the breast of the taxpayer, who is under no obligation to pay his taxes, unless he shall have been conscientiously convinced that they will be properly applied. Then the report of a Senate committee was assumed, even in the Legislature of Mr. McEnery, to be a warrant for an executive proclamation enrolling the militia, to enforce a government whose claims were pending on its own motion before Congress, and now we have this:

> The resolutions put forth by the people at Lafayette square *require* [our italics] either that the government of the United States withdraw its military intervention, or else that the State be placed under military law pending reconstruction by the federal government.

This authority is of more force than either of the others. In any point of view it is the petition of more or less citizens, and so entitled to congressional attention. The language of the resolution "asks" the attention suggested: it does not "require" it.

We are happy, however, that the *Picayune* "declines to wage war with the government of the United States," and contents itself with giving its moral support to the State government which it deems *de jure*. It stands "prepared to approve of any effort made to extend justice or to give peace to our people." The "rightful government of the people" is also relieved from its military obligations of last week. It is honorably discharged with a certificate that it has "nobly struggled to cast off the incubus of despotism;" "that they have not won their great cause," but "have done all their circumstances of weakness permitted." This last admission is a sad commentary upon the threats to "clean out" those who are weaker, or supposed to be weaker and worse armed than themselves. It conveys an assertion of domestic despotism, coupled with a depreciation of outside force. It is as a man who would beat his wife, if the policemen will withdraw. This is neither chivalrous nor American; and it is the scorn to be a party to such an unmanly policy, and not the fear of federal force, that restrains the people of New Orleans from adopting it. However, we look with pleasure on this fall of the thermometer from the lighting to the freezing point. It indicates that the temperature around this belligerent arsenal has so far changed that there is no danger of spontaneous explosion. It means a good deal more than mere change of style. The merchants and men of business are by no means interested in making the levee and the Cotton Exchange and Canal street the arena to settle these vast questions in which it is said the whole nation is so deeply concerned. Let these questions be referred to legislatures and courts. The duty of a republican citizen is to obey these decisions, not to evade them. The right of revolution is inalienable, but so long as men believe in a republican government, it is their duty to abide by the decisions of such indicatures as they themselves have appointed, until reversed by the appellate tribunals of the courts or the people. It is understood now that affairs in Louisiana shall take this course, and that all parties shall, with the *Picayune*, "stand prepared to approve of any effort to extend justice or give peace to our people." This is a much better stage of the political thermometer than that which suggested "Sicilian vespers," shot, shell, bayonets or — — the.

THE PENALTIES OF REPUDIATION.

The pretense is again gravely set up that a minority may resist the collection of taxes imposed by the majority, on the ground that some of the taxpayers are opposed to the dominant power. This is simply revolution, and a revolutionary precedent is cited to support the suggestion. The necessities of the case which led the revolutionary fathers to repudiate the obligations of the Continental Congress have been urged time and again to justify an act of undoubted bad faith. In those days the general government had no legal right to exact tribute from the citizen, but was entirely dependent upon the good faith of the several States to furnish the amounts respectively assessed upon them. And as there was no power to coerce a sovereign State to perform even an act of the plainest duty default set in, and one State after another rapidly fell into the bad example, leaving Congress powerless, and the public creditors unpaid. This condition of affairs had a powerful influence in the formation of the "more perfect union" that was established by the constitution of 1787. Few if any of our statesmen have ever attempted to defend the morality of the repudiation of the Continental debt. And the whole nation suffered severely, and paid dearly in consequence by the bad credit of the United States during the war of 1812. To do wrong, no matter under what pretense, is to violate a natural law, and the penalty of such wrong doing is hard to evade or escape from. There is no doubt that the United States government has been compelled to pay in full the whole Continental debt in the shape of discounts on loans and enhanced rates of interest. But while the people have paid the full penalty of the great wrong which a mistaken sense of patriotism once made popular, the suffering creditors failed to receive justice, and the account remains unbalanced to the present day. The State of Mississippi is yet suffering from her refusal to ratify the acts of her agents, who negotiated large loans in Europe and misapplied the proceeds. And she stands to-day as really one of the richest States of the South, full of undeveloped resources, without credit, without commerce, without any great manufacturing centre, unable to borrow a dollar, to build a mile of railroad, or to even erect a public building until the money to meet the expenditure is first placed into the treasury. This unhappy condition of affairs has been produced by a mistaken zeal to repudiate the pledged faith of the State under the specious pretext that her own agents had cheated her. We do not cite these cases as parallels to the present history of Louisiana, but desire to show that there is no power great enough or strong enough to sanctify a wrong, or to deny justice without suffering at last for violation of natural laws.

The case of this State is different. We owe a great debt, partly for bonds issued in aid of railroads projected before the war, and for obligations since issued in continuation of the system inaugurated years ago. We are, it is true, paying interest on bonds issued to railroad companies which never spent a dollar on their projected roads, even to have them surveyed. We pay interest on the Jackson and the Opelousas railroad bonds, but we have some little compensation in the one case in the eighty miles of railroad to Brashear, and an equivalent, perhaps, in the other, in a connection with roads leading to all points North and East. Furthermore we ran behind during the war, and were compelled to sell State bonds to take up past due coupons, certificates of indebtedness, and to pay a great many claims of rather doubtful morality. Most of the local troubles are traceable directly to our own fault, and we have so trumpeted our weaknesses to the world that our credit for steadiness and good sense is none of the best, and it only needs something like repudiation to precipitate us down to zero.

Our local governments are a necessity for the protection of property. Without laws no weak man could be able to call anything his own any longer than it would take for a stronger to come along and despoil him. If property owners refuse to support the government it will soon ensue that they will have nothing left to protect, and we shall pass down into history with a bad name, from which nothing can relieve us. Any appeal to force, therefore, to resist the collection of taxes should be discouraged from the highest motives of policy by every citizen who expects to make Louisiana his home.

IGNORANCE TO BE REGRETTED.

We publish below a letter from a farmer in Central Illinois, which displays a lamentable ignorance of the character and inducements of our city as a market for bulk grain. It affords us, however, an opportunity to call the attention of those interested here in the transportation of grain to another significant specimen of ignorance and indifference in very high and responsible quarters. When Hon. Mr. Shelabarger made a report recently to the House Committee on Commerce, it was confined to the means of water communication between the grain fields of the valley of the Mississippi and of the lakes with the Atlantic seaboard. The first work recommended by the committee was the Niagara canal and the improved outlet of the St. Lawrence. The second is the canal across the Alleghanies, the third across the Cumberland mountains to the ports of Charleston and Savannah. The outlet canal of the Mississippi is not noticed, and the report even gives an indirect circulation to the charge that ours is an unsound route for grains to the sea. That the respectable writer of the inquiries addressed is sincerely in search of truth is proved by his inclosure of twenty-five cents, for which he requests us to send him "an occasional copy of our paper." We proceed, then, to correct the error inadvertently disseminated in the Congressional report, and to answer the inquiries addressed by our correspondent:

1. The freight on grain per bushel between Champaign county, Illinois, taken as a central point, ought to be five cents by rail to Cairo and eight cents by barge to New Orleans. These rates, we think, will be maintained by the Illinois Central and the barge line, which, we think, *people*. These rates can, at all events, be made, if the Illinois farmers will turn their grain this way in sufficient quantities. We recommend them to correspond with Colonel J. T. Tucker, agent of the Illinois Central railroad, and Captain J. T. Burdeau, agent of the Mississippi Transportation Company, as also with L. J. Higby, Esq., owner of the elevator. A farmers' committee which can contract for the shipment of even one hundred thousand bushels of corn may make a contract, perhaps, within the figures given.

2. Our river is a sound route for sound grain. Why the Illinois farmer should have any apprehension that sound grain run by barges in six winter days from Cairo, should be found damaged on arrival, we cannot imagine. Our route and storage is as safe for sound grain as any can be. A cargo of corn has been held here 107 summer days in elevator, and sold in Liverpool above the rates of its grade. We do not doubt but that sound grain shipped at Cairo will be guaranteed delivered sound in market here. Let the farmers' committee correspond on these subjects. We have given them solid names to contract with. It will be well for these farmers to attend to their own business, and not depend on their commission merchants at Chicago or elsewhere. If they will send a committee man here he will make a report in favor of our market that will not only surprise but profit them greatly. Let our correspondent get up a meeting on this subject:

LETTER FROM AN ILLINOIS FARMER.

Pesto, Champaigne county, Ill., February 21, 1873.

EDITOR REPUBLICAN:

Being a farmer in Central Illinois, I am, with the rest of the people, most unmercifully swindled by the railroads in carrying our produce to Eastern markets; and as their extortions are now carried to such a pitch that we can scarcely realize the cost of production, we are consequently induced to look to some other market or different mode of transportation; and as a greater portion of the distance to New Orleans would be by water I would like to make some inquiries as to the cost of shipping by the river. Cairo should be our nearest point. What would it cost per bushel or per hundred to ship grain to your city; also in regard to the heating or damaging of grain while in transit to your market? Should like, also, to get some idea of the cost as to freight charges, commissions, storage, drayage, etc.; also what could we market to the best advantage in your city, that is of our general produce here. Could you furnish me with the above information; if not, could you recommend me to some one reliable person who could? Inclosed please find twenty-five cents, for which send me an occasional copy of your paper, and oblige, etc., HENRY SILVER.

UTILITY.

The genius of free institutions relieves men of any especial awe of antiquity. The fact that one generation found a system applicable to their wants does not entail any obligation upon their successors to pursue the same system, unless it shall be found to promote the object for which it was founded. The principles of truth being immutable as the physical qualities of gravitation and attraction, must be maintained by each generation by such systems as may best effect that object. Whether these systems may be original or derivative is a matter of small consideration. Hence, the modifications constantly imposed by Americans upon institutions either effete or ineffectual. Hence the natural tendency to utilize these institutions by adapting them to modern purposes. Among the innumerable evidences of this tendency, we were struck with the entirely new phase of the Mardi Gras celebration, imparted by the American mode of its observance. Ash Wednesday was, in the early centuries of the Christian Church, consecrated as a day of mourning and penitence. Men were admonished *memento quod cinis es*, and in their memory that they were but dust. Ashes were sprinkled on the heads of the people. This ceremonial, while formally celebrated in the churches with due appreciation of the sentiment it was intended to commemorate, had grown to signify a different idea. Mardi Gras, or Shrove Tuesday, was in like manner one of the days immediately preceding Ash Wednesday, ancient days of preparation for the penitential time of Lent. The chief part of this preparation consisted in receiving the sacrament of penance, that is, in confessing and being shriven or shrove for the antecedent sins committed. An indulgence for relaxation having been allowed after the penitential acts, it grew to be a season rather dedicated to the ease than to the mortification of the flesh. Here Mardi Gras has been celebrated by masqueraders during the day and by processions at night, illustrative of the arts, history or literature. It had grown to be a period of revels. The American came prospecting. Being, as a general thing, a very hard-headed Protestant, after tracing his lineage from the persecutions of Henry and Mary, he looks upon the pageantry of the day and the attendant thousands as upon any other public spectacle. Now, it occurs to this American, usually engaged in some industrial interest, that the occasion of such an assemblage may be turned to good account. The result of this cogitation is that it will be a favorable occasion to exhibit the commodity or invention in which he may be interested. So there comes first an organization, military in its design and details. After the king, knights, men-at-arms and navy comes a procession of inventions. The barges and the elevator, the corn mill and the sewing machine, the fertilizer and yeast powder, the Carrolton and the products of our genial climate. Who could have anticipated a display of our products so varied and so encouraging? Denver City, an American creation which has sprung from the Pacific railroad, was represented. The genuine heads of buffaloes from the plains were presented to the people of New Orleans. The attractions of Denver city as a home and field of enterprise were advocated. As an advertisement, the procession was an entire success. The press of New Orleans should apply for an injunction to prevent this display of enterprise before more than one hundred thousand people by signs and inscriptions which should be conveyed only by the newspapers. But while a small proportion of our people read the same language, all can read the attractive spectacle which passes before them. Shrove Tuesday, then, was converted from its former use as a medium of pleasure, often of follies. It was made to minister not merely to the amusement, but instruction of society. It impressed strangers with the resources of our country and the extent of our enterprise. It corrected the typical dust and ashes which the political partisans scatter over the face of affairs, and showed that there is a life in this old land that rises through the sorrows which surround it, and will assure it, under good counsels, a speedy and certain resurrection.

THE GAME OF DECEPTION.

We had intended to pass over the meeting of Friday night with the simple statement that it was a failure, supposing no one, however much concerned, would try to magnify it into anything else, but the irrepressible ardor of the *Times* in behalf of its dying cause forces us to recur to the subject.

To begin with, its statement that "it was convoked without much of a preliminary flourish," is an unpardonable attempt to deceive its readers. The city was billed with impassioned appeals to our citizens to assemble en masse, the Fusion organs printed double leaded entreaties of a similar nature, going even so far as to declare it a reflection upon their manhood for "this people" to absent themselves, and even in the *Times* itself the following official convocation was published with all the formula with which authority impresses those whom it addresses:

> Be it resolved, That his excellency be requested and authorized by this Legislature to convoke the people en masse, and with their aid and sanction to proceed to install in the full exercise of their power, and enforce the rightful authority and processes of all officials who derive their powers from the *de jure* government, and to take all other appropriate measures for the maintenance of the same.

But even the "people's Legislature" and "Governor" McEnery, backed by hundreds of torches and a brass band, could not and did not attract more than one thousand of the two hundred and fifty thousand residents of New Orleans to Lafayette square to protest against the legal State government.

The *Times* claims that there were twenty-five hundred, and admitting that its figures are nearer correct than ours, was not the meeting a failure still, the circumstances and the authority under which the call was made being considered? If this be so, then, is its declaration: "to say the meeting was large and respectable would but faintly describe it," an additional fraud upon the public—"the same with intent to deceive."

Nor was the meeting any more respectable as to "solid worth" than numbers. Will the *Times* tell us how many of the gentlemen named as vice presidents were present? Will it explain why "Governor" McEnery failed to be there to encourage the drooping spirits of his followers, and account for the remarkable unanimity with which the Odd Fellows' Representatives and Senators stayed away? And will it dare to assert that there was not a striking absence of enthusiasm as well as unanimity of purpose at this so-called convocation of the people?

We reiterate that this official attempt on the part of the McEnery government to "install its officers in the full exercise of their powers" through the medium of a popular uprising, was a most complete and decisive fizzle. Further, that the refusal of the great mass of the community to respond to Mr. McEnery's proclamation is virtually a declaration of their recognition of the Kellogg government. And the *Times* knows it.

WARMOTH ENTIRELY REPUDIATED.

The Fusionists yesterday put an end to the long suspense of Governor Warmoth by electing General McMillen as their United States Senator for the long term. We regard the matter as of no further moment than an honorable distinction conferred for distinguished services to the Fusion party, and such Governor Warmoth has always looked upon it. He has been the life, soul, brains and purser of the whole Fusion movement from first to last, and had every reason to believe that the place would be offered to him. His more sagacious friends, however, clearly foresaw and warned the ex-Governor that he had no possible chance; that the party that entered the campaign with opposition to Warmoth as its chief capital stock, but which afterwards accepted of his services for reasons sufficiently satisfactory to themselves, should end in rewarding him with the most desirable office in their gift, and make him their representative in the higher branch of the national legislature, was a step the Louisiana Fusionists would never be driven to take, was too plain to be disputed by any man capable of reasoning on the subject. The choice of General McMillin is virtually an abandonment of all hope that their Senator will ever be admitted, and they saw no objection to making him the victim of their failure. Had there been a reasonable chance for final success, some man of undoubtedly Democratic antecedents would have been agreed upon for the place. Senator Jones, for instance, would have been a prominent candidate had the result of the contest been more promising of success. We have no word of condolence for Warmoth. He left his own party, and carried his splendid abilities and unscrupulous practices to the opposition. He has served them faithfully, and has received just the reward he might have expected. Naturally his new political friends could not trust one who had so completely turned against his own friends. And they have conferred an empty honor upon General McMillen, which Governor Warmoth strenuously sought as a recognition at the hands of a party that have for the past four years been his most bitter assailants. But the Fusionists are no less guilty of ingratitude for having accepted his services, when they all the time well understood the price he expected to receive for them, and which they at no time intended to pay.

"WE, THE PEOPLE."

According to fair and reasonable estimates, about eight hundred people responded to the call for a mass meeting on Friday night. Fully one-half of these, perhaps two-thirds, were present as curious spectators, leaving for the composition of the meeting proper only about two hundred and fifty or three hundred, nearly all belonging to the third ward. The gathering would pass for a respectable ward meeting. Fortunately, those present were not disposed to be critical. Otherwise there would have been a strong sense of ridicule suggested by the "enacting clause" to the resolations:

> Therefore, be it resolved by the people of the State of Louisiana, in mass meeting assembled.

Just think of a few hundred ward politicians, belonging to the minority party, assuming to speak in the name of nearly a million of people in terms of censure of the acts of the people themselves.

HON. CHARLES W. LOWELL.

A great deal of innuendo and oblique slander has been directed at a man whom the black cloud of misfortune has overshadowed—Postmaster Lowell. It is not pleasant to be called upon to defend from unjust attacks even one whom we regard as an honest, liberal and honorable citizen; but it is our duty, under circumstances such as this case presents, which we cheerfully, and are even anxious, to perform.

Briefly summed up, but as fully as we have the right to disclose before official investigation develops all the facts in authoritative form, the case stands thus: Mr. Lowell had persons in his employ who possessed his fullest confidence. This trust they betrayed most vilely, and he suddenly and unexpectedly found himself involved in his accounts with the government. Summoning his sureties, he assigned to a trustee of their selection every dollar of property he possessed, including even his homestead, thus securing both bondsmen and the government from the possibility of any loss whatever. What this loss is, the seizure of his office prevents him accurately determining: but Colonel Lowell will remain here and settle it in toto, no matter how crushing it may prove to be.

As a Republican officer, it is with pride we declare that although Mr. Lowell may be by this evil stroke of fortune bankrupted in worldly goods, neither false friends nor antagonistic journals can rob him of his good name.

Now that the Senate has overruled the suggestion of the four members of the Senate committee who advised a new election in this State, what becomes of the assertion that the McEnery government has been recognized as *de jure* by the highest tribunal in the country? If the "highest authority" can be subverted by one-third of the political power of the government, there must be something greatly beyond the utmost. It is not necessary to repeat here that the majority of the committee did not acknowledge the legality of the Fusion government, since their report has been rejected, and therefore lose all the consequence it ever had. Politicians, however, who wish to be considered oracles, should study the subject and learn the difference between the recommendations of a committee and an act of Congress.

An act establishing four municipal courts in the city of New Orleans, and defining the jurisdiction and officers thereof, and repealing all laws establishing recorders' courts, and providing for the transfer of the records from the recorders' courts to the municipal police courts, and for other purposes, has recently passed the Legislature and is awaiting the signature of the Governor to become a law. It fixes the salary of the judges of these courts at three thousand dollars per annum, the chief clerks at two thousand dollars, and the assistant clerks at fifteen hundred dollars.

MARRIED.

JAMES—HITCH—In this city Thursday, February 27, at the residence of Judge Houghton, by Rev. Edward T. Hooker, WILLIAM G. JAMES to SARAH F. HITCH, of Fair Haven, Massachusetts.

A CARD.

NEW ORLEANS, March 1, 1873.

Messrs. Fitzgerald & Vanderford, Agents North British and Mercantile Insurance Company, No. 4 Carondelet street:

GENTLEMEN—Permit me to thank you for the full and prompt payment of three thousand dollars, under policy No. 30,509 in the "old North British" on my late property, No. 107 Rampart street, destroyed in the great fire of February 27, 1873.

MRS. MARY A. BULLEN.

CLOSE YOUR LEVEES!

ENGINEER OFFICE LOUISIANA LEVEE COMPANY, No. 35 Carondelet street, New Orleans, March 1, 1873.

All proprietors of river fronts are called upon in the most urgent manner to close and thoroughly ram the cuts in their levees, to be prepared for the coming high water. This order is peremptory. We will proceed to inspect the entire line of levees, and will hope not to have to resort to legal proceedings for the cutting of levees which is so broadcast under penalty of the law.

For the Levee Company,

C. G. FORSHEY, Chief Engineer.

ANDERSON'S

PHOTOGRAPHIC STUDIO, No. [illegible] street, where will be found the latest improvements in the photographic art. With close personal attention and the best assistants and artists, we promise the FINEST WORK that has ever been done in this city, at moderate and moderate prices. Children taken from 10 A. M. to 2 P. M. THE SUN PEARL a specialty. All work guaranteed.

REDMOND B. MANNION,

29.....Carondelet Street..... 29

NEW ORLEANS.

Unpaid Travelers' Letters of Credit on Messrs. N. M. ROTHSCHILD & SONS, London, Messrs. DE ROTHSCHILD BROTHERS, Paris, Messrs. S. M. DE ROTHSCHILD, Vienna, Messrs. M. A. DE ROTHSCHILD & SONS, Frankfort, and all their correspondents.

THE LUZENBERG HOSPITAL.

Endorsed by the city legislature, the city [illegible] Hospital for small pox and contagious diseases.

IS ON THE PONTCHARTRAIN RAILROAD

Fifth square outside the corporate limits.

Indigent cases are treated free of charge, with city provisions, with private rooms [illegible] officials.

Private cases pay [illegible] per week for [illegible] per day, including rooms, etc.

Apply at the hospital.

TAX NOTICE.

JOHN KLEIN & CO.,

STOCK AND BOND BROKERS

Will pay city licenses and all city taxes at a liberal discount. Orders solicited.

Office, No. 33 Carondelet street.

JOHN W. MADDEN,

STATIONER, LITHOGRAPHER, JOB PRINTER AND BLANK BOOK MANUFACTURER

72.....Camp street.....72

Executes all orders with promptness and dispatch.

THIRTY-SIXTH ANNIVERSARY OF THE FIRE DEPARTMENT.

ORDER OF FORMING.

The fire Department of New Orleans, with invited to assist in the celebration of its thirty-sixth Anniversary, will assemble on TUESDAY March 4, 1873, in the following order:

Volunteer Steam Fire Company No. 1 of New Orleans.

ALDERMEN FIRE DEPARTMENT.

Pelican Engine Company No. 1.
Brooklyn Engine Company No. 2
Washington Hook and Ladder Company No. 4

ORLEANS FIRE DEPARTMENT.

David Crockett Engine Company No. 4
William Tell Hook and Ladder Company No. 5

The above companies will constitute the First Division, which will form on the north side of Canal street, head resting on Royal street, extending west, under the supervision of Assistant Engineer WILLIAM H. MANNING.

Milneburg Engine Company No. 1.
Lafayette Hook and Ladder Company No. 2
Mississippi Steam Fire Company No. 3
Vigilant Fire Company No. 5.
American Hook and Ladder Company No. 3
Columbia Steam Engine Company No. 5
Louisiana Hose Steam Engine Company
Mechanics' Steam Engine Company No. 6
Eagle Steam Engine Company No. 7.

The above companies will constitute the Second Division, which will form on the north side of Canal street, head resting on Royal street, extending west, under the supervision of Assistant Engineer FRANK HERRON.

Phœnix Steam Fire Company No. 8
Hope Hook and Ladder Company No. 7
Crescent Steam Engine Company No. 9.
Louisiana Steam Engine Company No. 10
Irad Ferry Steam Engine Company No. 12
Perseverance Steam Engine Company No. 13
Philadelphia Steam Engine Company No. 14

The above companies will constitute the Third Division, which will form on the south side of Canal street, head resting on St. Charles street, extending west, under the supervision of Assistant Engineer F. SCHIEBERT.

Jackson Steam Engine Company No. 18
Washington Steam Engine Company No. 16
Pelican Hook and Ladder Company No. 6.
Orleans Steam Engine Company No. 21.
Exempt Society of Jefferson Engine Company No. 22.
Jefferson Steam Engine Company No. 23
Exempt Society of Chalmette No. 24.
Chalmette Steam Engine Company No. 26
Crescent Steam Engine Company No. 28

The above companies will constitute the Fourth Division, which will form on the south side of Canal street, head resting on St. Charles street, extending west, under the supervision of Assistant Engineer F. SCHNEIDER.

ROUTE.

The procession will form in line at the points indicated precisely at 10 A. M. The head of the procession will move down Royal to Esplanade to Cassaliva, down Cassaliva to Numa, up Numa to Levee, to Esplanade, down Esplanade to Chartres, up Chartres to Canal, across Canal to Camp, up Camp to Fourth, up Fourth to First, up First to Magazine, down Magazine to Felicity, up Felicity to Annunciation, down Annunciation to Calliope, down Calliope to Magazine, down Magazine to Julia, down Julia to St. Charles, down St. Charles to Canal, where the procession will be dismissed.

The Chief Engineer and assistants will be followed at the City Station. As the companies arrive upon the ground they will promptly report through their marshals to the assistant engineers, who will indicate their position. As soon as the assistant engineers have formed their respective divisions they will report to the Chief Engineer, which being done, the Chief and his assistants will report in a body to the Grand Marshal.

The formation being complete, the Chief Engineer will direct twelve taps to be struck upon the bell connected with the Fire Alarm Telegraph as a signal that the procession has moved.

The marshals and officers of the various companies are notified to be punctually on the ground, as the procession will positively move at ten o'clock.

Whenever a break occurs in the procession, the marshal of the company at the point where the break has taken place will at once communicate the fact to the marshal preceding him, who in the matter will pass on the intelligence to the Grand Marshal. As soon as the [illegible] receives the fact will be at once dispatched in the same manner to the head of the procession.

The aids to the Grand Marshal will report to him promptly at 9 A. M., at the corner of Carondelet and Camp streets.

In the event that the weather prevents the procession from taking place, it will be indicated by fifteen taps on the fire alarm bells, repeated three times. The procession will then stand postponed.

Whenever the procession is halted along the line of march, the companies are requested to avoid the railroad tracks as much as possible, so as not to interrupt the running of the cars.

PROGRAMME.

First Division.

I. N. MARKS.....Grand Marshal

AIDS.

JOHN McCAFFERY.....Vice President
C. C. FLANAGAN.....Secretary
A. DAPREMONT.....Treasurer
JAMES H. WINGFIELD.....Ex-Chief Engineer
PHILIP McCABE.....Ex-Chief Engineer
ALFRED BELLANGER.....Ex-Chief Engineer
GEORGE H. BRAUGHN.....Ex-Vice President
F. SCHUERMANN.....Volunteer No. 1
C. TAYLOR GAUCHE.....Mississippi No. 3
PETER LETELLIER.....Vigilant No. 4
PHIL HOFFMAN.....Columbia No. 5
LEON LAMOTH.....Louisiana No. 5
ALPH WALZ.....Eagle No. 6
JOHN GRAYER.....Phœnix No. 8
J. T. PITT GREW.....Crescent No. 9
THEODULE CASSAGNE.....Louisiana No. 10
PETER McMAHON.....Irad Ferry No. 12
F. McELOY.....Perseverance No. 13
A. B. ELEINPETER.....Philadelphia No. 14
HARRY WILDE.....Jackson No. 18
THEO. H. BROSS.....Washington No. 20
JOHN BELLFRICH.....Orleans No. 21
PETER KAISER.....Jefferson No. 23
GEORGE ZETZMANN.....Chalmette No. 26
F. D. L. LEVY.....Crescent No. 28
JOHN C. ROGERS.....Louisiana Hose
C. STALBERGER.....Lafayette H. and L. No. 1
WILLIAM F. BURGER.....American H. and L. No. 3
M. O. TRACY.....Hope H. and L. No. 7
D. A. McINTYRE.....Pelican H. and L. No. 6
CHARLES EVERSHADE.....Mechanics' No. 6
JEAN BERTHEN.....Exempt Society No. 22
HENRY MUNSTER.....Exempt Society No. 22
Volunteer Steam Fire Company No. 1
Pelican Engine Company No. 1. Aldermen
Brooklyn Engine Company No. 2. Aldermen
Washington Hook and Ladder Company No. 4. Aldermen
David Crockett Engine Company No. 4, Orleans.
William Tell Hook and Ladder Company No. 5

Second Division.

CHIEF ENGINEER AND ASSISTANTS.

THOMAS O'CONNER.....Chief Engineer
W. H. MANNING.....Acting Assistant Engineer
FRANK HERRON.....Assistant Engineer
F. SCHIEBERT.....Assistant Engineer
F. SCHNEIDER.....Assistant Engineer
Milneburg No. 1, of Milneburg
Lafayette Hook and Ladder Company No. 2
Mississippi Steam Engine Company No. 3
Vigilant Steam Engine Company No. 4
American Hook and Ladder Company No. 3
Columbia Steam Engine Company No. 5
Louisiana Hose Steam Engine Company
Mechanics Steam Engine Company No. 6
Eagle Steam Engine Company No. 7

Third Division.

Phœnix Steam Engine Company No. 8
Hope Hook and Ladder Company No. 7
Crescent Steam Engine Company No. 9
Louisiana Steam Engine Company No. 10
Irad Ferry Steam Engine Company No. 12
Perseverance Steam Engine Company No. 13
Philadelphia Steam Engine Company No. 14
Jefferson Steam Engine Company No. 23
Exempt Society of Chalmette No. 24
Chalmette Steam Engine Company No. 26
Crescent Steam Engine Company No. 28

Fourth Division.

Jackson Steam Engine Company No. 18
Washington Steam Engine Company No. 20
Pelican Hook and Ladder Company No. 6
Orleans Steam Engine Company No. 21
Exempt Society of Jefferson Engine Company No. 22
Jefferson Steam Engine Company No. 23
Exempt Society of Chalmette No. 24
Chalmette Steam Engine Company No. 26
Crescent Steam Engine Company No. 28

I. N. MARKS,
Grand Marshal.