

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES. OFFICIAL OF NEW ORLEANS. NEW ORLEANS, MARCH 26, 1873.

The ship John Parker has been libeled by J. W. Kamsay, et al.

The Evangelist says that there are 300 Presbyterian clergymen idle in their vineyards.

It is an axiom, or ought to be, that lumbering is a widely spreading branch of industry.

The immunity from snow of Southern Colorado is one of its chiefest advantages as a stock country.

Hay is being shipped east from Girard, Kansas, at a cost of \$5 per ton delivered on the cars.

St. Paul and Minneapolis propose to connect themselves together by a boulevard six hundred feet wide.

A Wisconsin woodcutter went out chopping and returned with four of his toes in his pocket.

The woman who carried her friend a letter without looking at the post mark was blind from birth.

Illinois liquor dealers have made up a pool of \$30,000 wherewith to induce the Legislature to repeal the liquor law.

Sealed proposals are invited by Administrator Fitzreiter for the treatment of indigent cases of small-pox.

Postmaster Kinggold will have, it is stated, the Wright man in the right place in the letter department of the Postoffice.

See advertisement of tin box sold or stolen from the Bank of America, containing valuable papers, for which a reward of \$200 is offered.

The postponement of the Magnolia races at Mobile, from the fourteenth to the twenty-ninth of April, will prevent any conflict with the Louisiana Jockey Club spring meeting.

Hon. L. A. Sheldon and wife will be pleased to see their friends at their present home, the residence of Judge Don A. Pardee, in Carrollton. The General is looking in unusual good health.

A train on the Mobile and Ohio railroad arrived at Mobile Monday with 565 bales of cotton, which the Register says is the largest cotton train that has come in there the last three months.

Governor Kellogg has appointed Mr. W. H. Pemberton one of the board of flour inspectors. Mr. Pemberton, who is one of our most respected colored citizens, was formerly a member of the board.

In Marengo county, Alabama, on the twenty-first instant, Mr. B. D. Rogers, a well-known planter and merchant, was shot and killed by Dr. J. G. M. Luther. There had long been a family quarrel between them.

Mr. W. B. Cavanaugh favored us with a visit yesterday, accompanying the Baby Benson, the infant wonder only four years old, who appears at the Academy of Music every night in songs, dances and character representations.

A brilliant exhibition will be given by Professor F. Ubasay, for his benefit, at Harmony Hall, corner of Bienville street and Exchange alley, next Saturday night and Sunday evening. The Professor will discount any player in New Orleans. Complimentary tickets received.

The Louisiana Jockey Club have made an arrangement with the band of the Nineteenth Infantry to play every Saturday afternoon from three until seven o'clock in the club house grounds. This will be for the benefit of members' families and their guests.

Amos D. McCoy, formerly rector of St. Peter's Church for seamen and others, in this city, we are informed, will preach after morning service, at eleven, in Christ Church, and after evening service, at half-past five, at St. Anna's, Esplanade street, to-day (Wednesday), twenty-sixth.

A citizen of German proclivities, who announced himself as "the greatest man in the world," was introduced to the first precinct station early last evening. He had \$102 in his pockets. He is collector for a wholesale grocery house, and was arrested for disturbing the peace in a street railroad car.

The Rev. Father Giossen, an honored member of the Redeemerist Fathers, and who, during his sojourn in this city, passed one term as rector of St. Mary's Church, lately devoting his time to St. Alphonsus, has been ordered to Annapolis, Maryland. Father Schneider replaces him at St. Alphonsus.

The majority of Straw, Republican, for Governor of New Hampshire, is 238. The Republicans have fifty majority in the House. In the first congressional district Small, Republican, has about 200 plurality; in the second, Pike, Republican, has nineteen plurality; in the third, Parker, Democrat, has 100 plurality.

The lowest point of the thermometer yesterday morning was 5 at Omaha. The highest point yesterday afternoon was 71 at New Orleans. It was 30 at Buffalo and a heavy snow, 27 at Davenport and a light snow, 25 at Keokuk and a light snow, 19 at Leavenworth and a light snow, 30 at Memphis and a heavy snow, and 30 at St. Louis and a light snow.

The track laying of the extension of the Crescent City railroad from Magazine to Camp street, on Canal, will probably be completed to-morrow night. The work is being done by Mr. Benjamin S. Harrison. Mr. Harrison broke ground yesterday on the corner of Gentilly road and Grand Route St. John for the extension of the Orleans street railroad through Savage street to the Fair grounds. He will commence immediately to construct the track of the same road from Ursulines up Broad to St. Peter street.

The New Orleans Price Current letter sheet is now furnished to merchants with their business cards conspicuously prefixed, at the reduced rate of thirty cents per dozen. The letter sheet is valuable to all merchants as a commercial circular in their correspondence, and its cost is so small, and its convenience so great that every merchant can avail himself of its use. Orders are solicited at the office of the New Orleans Price Current, Nos. 129 and 131 Gravier street. See advertisement in another column of this paper.

OUR TRADE WITH ARKANSAS.

It was always held to be difficult in old times to fight Indians and make a crop in the same season. We have found it in like manner very embarrassing to defend the cause of free government against all the assaults which have been directed against it, and at the same time to extend that aid to our commercial and agricultural interests which is indispensable to their prosperity. To open a trade with all portions of the country geographically tributary to New Orleans is an object of the highest importance. That vast and productive area comprised in Texas, Louisiana, the Indian Nation, Kansas and Arkansas, which could once have only sought the world's markets by way of the Mississippi, now seeks an outlet by other and rival routes. What is our duty? Plainly, to connect the facilities held out to these sections by offering to them superior means of commercial intercourse. Let us confine ourselves to that area which lies between the Red and Arkansas rivers, extending back into the region referred to. "The Southern Half of Arkansas alone," says a competent authority, "is capable of producing yearly more cotton than the present crop of the United States." The climate affords abundant and timely seasons of rain each summer to insure the incoming crop of cotton, and "as sure as the revolving year comes that long dry spell for picking the cotton and preparing it for market. No where else can the planter so certainly rely upon making more cotton than he can pick. No where else can he so certainly look for at least one hundred days of fair weather suited to cotton picking between the months of August and November inclusive." Here, then, is where New Orleans may look for a permanent supply of cotton. To this fertile and favored field will the cotton labor of the East fall back, abandoning the exhausted lands of Georgia, Alabama and Mississippi. Here will the battle be fought by the American cotton grower against the Zeminard and ryot of Hindustan and Afghanistan. Here will New Orleans triumph over Calcutta. To secure this victory, however, New Orleans has done nothing, and it is said by the authority already quoted: "In all this region there is not to be found one railroad or turnpike, or even dirt road passable for a full loaded wagon nor one." It now costs the farmer in Southwest Arkansas from ten to fifteen dollars per bale to haul his cotton to the nearest steamboat landing.

New Orleans—occupied with grand and grave political questions—has paid no attention to the value or needs of this country. She has kept it locked up with Eastern vigilance and incapacity to enjoy it, but there are others awake to the value of this prize. The Cairo and Fulton railroad is completed from St. Louis and Chicago to Little Rock. It will soon strike the Red river above the raft. It invades the territory of New Orleans, and will bear off its precious capture directly East and North. These invading lines are strategically devised to cut off the base of supply from New Orleans. Very soon they will be complete to Eastern ports and Western markets. Now, as long as New Orleans shall neglect to provide this region with any means of getting out their crops and obtaining their supplies from our market, so long will they resort to other markets. We are confident the advantages of New Orleans as a shipping port are such as to command this trade as against the long overland line that connects it with Eastern ports. But to make this fight New Orleans must arm and equip her merchants with the means of warfare.

In the midst of this area is the town of Camden, situated upon the Ouachita, a tributary of the Red river. The population of Camden is about two to three thousand; her cotton shipments amount to thirty thousand bales. She enjoys a trade with the interior. The government of the United States has undertaken to render the Ouachita navigable all the year round. This will provide one mode of regular intercourse with New Orleans, but the town of Camden aspires to make a railroad connection, forty miles, with the Cairo and Fulton road, and so receive the trade which this road would carry elsewhere. For this section of the city of Camden has voted two hundred thousand dollars, and the county of Ouachita one hundred thousand dollars in bonds. The signs are favorable, and the advocates of this work ask the aid of New Orleans in completing these frontier defenses, this protection against the trade raid of St. Louis and the East. In no respect do we regret the state of public credit and individual ability in New Orleans more than that it prevents aid to just such enterprises as that thus projected. However, considering the magnitude of interest and the insignificance of the sum needed, may we not appeal to our merchants to do something for moneyed men in this work? None could be laid before a meeting of our citizens more deserving, in our opinion, their countenance and aid.

RAILROADS—THEIR VALUES AND THEIR ABUSES.

We have been shown a letter from R. H. Ferguson, Esq., of Troy, New York, asking the cooperation of our merchants in forming an association of the shippers, merchants, consumers and producers of the United States for "protection against railroad extortion." Mr. Ferguson represents the Eastern importers of Western grain, and renders valuable service to internal commerce by a paper published in the proceedings of the National Board of Trade at its session of 1872. The purport of this paper was to reduce the charges on corn moved by rail, and consequently, the cost to the consumer. In the letter shown to Mr. Ferguson says: "These railroad corporations are former combinations to monopolize freight charges, and devote to shippers, merchants, consumers and producers what they shall pay and submit to right or wrong." He adds the story that "Hon. W. C. Hays, of Iowa, Illinois, president Illinois State Farmers' Association, writes that he will join the East in

any movement having the same common end."

Such a combination between those consumers who pay sixty-two and a half cents for a bushel of corn and the producer, who gets but twenty cents of the money, must produce its effect. The intermediary carrier, who makes more by moving the bushel than he who has produced it, becomes the common foe of both these interests. It can not be but that they must force the carrier to a more equal partition of the price paid for the commodity.

The railroad is the most important agent of American progress. Like the telegraph, it was the discovery of public spirited men. Like the telegraph, it has come under the control of a class who employ a public enterprise for private gain. Mr. Deaton, the projector of the Pacific railroad, did not foresee Oakes Ames; nor did Morse, when asking "what hath God wrought?" with his first telegraph, imagine that the gift of God would be perverted to the injury of the people. We yield to none in our appreciation of the railroad, or in denunciation of the corrupt men who limit its usefulness. That these abuses have had their effect on the public mind is proven by the general alarm over spreading the country. The exposure of the Credit Mobilier, the recent defeat of Mr. Thomas Scott's attempt to control railroad legislation in New Jersey, the investigation into the alleged payment of five thousand dollars each to six New York Senators by W. H. Vanderbilt, and the stringent legislation of Massachusetts, all point in the same direction. The American people are aware of the value and awake to the abuses of the railroad system, and they will reform them. Those who regard with leniency the high crime of seducing legislators, those who stand in aid of railroad rings, may doubt this result. It may be a long fight, and it will be a hard fight, but where the American consumer pays three times as much for food as the American producer gets for it, the combination of these interests will, like the positive and negative poles of a galvanic battery, consume anything which shall be interposed between them. In resisting this vast combination of unscrupulous wealth it will be necessary for the people to agree on the protection demanded. It will then be necessary to employ all those agencies which have never yet failed a free people in correcting a popular abuse. This is no new subject. Nor are we unprepared to institute the course of action necessary to preserve the railroad and protect the people.

1. Any person should be authorized, upon complying with certain conditions, to build a railroad. The principal of these conditions should be that the Legislature must have the right to amend or repeal the grant, and to regulate its use.

2. The great object of the Legislature should be, however, to place railroads on the footing of public highways at the common law. This done, all is accomplished for public protection. The freedom of the highway was always a most important interest of society under the Roman republic: "no class of men, of whatever rank or respect for merit, were exempt from the obligation to construct roads and bridges." The common law recognizes the three-fold obligation of defending the country against an enemy, the construction and repair of bridges, and, as an indispensable incident to these duties, the repair of roads. The duty of repairing roads is imposed upon the parishes; it is committed to overseers, who are empowered to remove obstructions, they may call upon all males between eighteen and sixty-five to labor on these highways, may impress teams and material for this purpose, payable by a tax to be levied on the parish, and who, if they fail to keep these highways in order sufficient for the safe transportation of persons and property, are punished not by the private action of any party aggrieved by their neglect, but by indictment for the nuisance of a dangerous, or impassable, or insufficient highway. Just here, then, lies the remedy of the American people against the railroad corporations. The State jurisdiction should be established over it as a common highway, and its conductors should be declared common carriers. The overseers should be held to furnish adequate facilities for the transportation of persons and property. If they fail in any respect in the safety of the roads, bridges, or equipment, if there be uncomfortable cars, or insufficient accommodations, the overseer of the highway should, like those of any other, be indictable in any court along the line of the road having jurisdiction, and process should be granted compelling remedy, and maintained by injunction, replevin, or, if necessary, by the posse comitatus.

To establish this jurisdiction the people may have to await the expiration of charters having more or less years to run, or the jurisdiction of the State may be established at once. This is a question for legal advice in each special case. No charter should be extended, nor new ones granted, unless with such reservations as we have pointed out.

But this advice from a New Orleans journal is very disinterested. Do not these producers and consumers see that the Mississippi river is their great friend and protector? Is it not obviously our interest that those great monopolies, which, like the robbers of Palestine, only leave the landowner enough to justify his continued culture, should continue their exactions? This would compel the farmers of Illinois and Iowa to adopt the Mississippi as their route to market. It is the sound interest of New Orleans that the Eastern railroads should rot, both the producer and consumer of corn, and put their hinges on the river by levees, and put their feet on the land, as this is the true right of New York and New England on the one hand, and of Iowa and Illinois on the other. Let them instruct their representatives accordingly.

A young couple were married at Crestline, six years ago, and the secret only came out the other day. The wife's mother has quit boxing her ears.

LEAVING OFF.

Almost everything now-a-days is prolonged beyond necessity, use or pleasure. People do not seem to know when to leave off; do not seem to appreciate that there may be too much of a good thing. Concerts are too long, so are theatrical performances, especially operatic. Sermons are too long, and Sunday school exhibitions. Men who are good story tellers, stretch their anecdotes until the fun is attenuated to insignificance; and women wear their dresses trailing under the heels of impatient by-standers. Newspapers think their leading articles must be of certain length, regardless of the amount of what they have to say, and committees of Two Hundred make such lengthy reports that the reading of them through is thought a greater hardship than any they specify. People in society go out too late and stay out too late. The young ladies are not satisfied unless they dance all the freshness out of their faces, and all the crispness out of their clothes. They do not know when to leave off. Young men are as bad. They carry their amusements to the extent of fatigue. The elders set the example of this excess to their juniors. "Papa" does not know when to leave off making money, nor "mama" when to leave off spending it. Even at church the virtue of moderation is not practiced, for not only the sermons but the other exercises are prolonged usually to weariness. Especially is this the case when the preacher is endowed with the gift of extemporaneous prayer. He goes on and on, enumerating all sorts of blessings for which his hearers have to be thankful until they secretly pray that his coming to a close may be added thereto.

This difficulty of leaving off sometimes attacks individuals in their social capacity so violently and affects them so thoroughly that their advent as a visitor is the signal for every member of the threatened family circle to get out of the way, except that amiable one (to be found in every family) who is willing to sacrifice himself to social duty. Ah! those dreadful people who do not know when to go. Social tyrants who compel the weak to listen to them hour after hour and hour after hour, until no consolation is left except the certainty that in the course of nature a time must come when they will be gone.

In politics, as in every other pursuit, this difficulty of leaving off at the appropriate time is constantly observed. Men who at one time were enabled to do the State (that is, their party) some service, never leave off expecting a continuance of their pay for it—never learn that a constant renewal of usefulness is the inexorable demand of politics, and that a man must not look for a second payment for even the most signal service. Political gratitude, indeed, may be not inaptly defined as gratitude in general has been by the cynic "a lively sense of benefits to come," and so at least we arrive at something which comes quickly to an end—political gratitude. The temptation to digress here to the recent illustration of political ingratitude furnished by the course of the Fusion party toward a distinguished recruit from Republicanism, is so great that we can only withstand it by the recollection that in yielding to it we should infallibly fall into the error we are decrying.

ENCOURAGING.

The resignation of would-be Senator Caldwell is an encouraging circumstance, though his expulsion or a declaration of the illegality of his election would have been much better. The latter would have settled definitely the question that the Senate is not a body of diplomatic agents for neighboring sovereignties, but a portion of the legislative department of a great nation's government, fully empowered to decide in all cases upon the admission of its own members. This resignation, however, of a man who had spent so much money for a seeming election, by deterring others similarly inclined from purchasing disappointment at so extravagant a price, will doubtless have a good effect. No one will be likely to have the temerity very soon to test the right of the Senate to take the extreme measure of expulsion by presenting himself for a seat which has been openly purchased. It may indeed be impossible at present to keep the fountain of political preferment perfectly pure; corruption will, perhaps, exist to a certain extent in spite of every effort to prevent it; but while it is discontinued, and its agents compelled to resort to it in secret, and certain of punishment and disgrace in case of discovery, there is at least a hope of eradicating the fatal taint in the course of time. It is a grave mistake to hold that bad actions committed openly are less blamable than when hidden. It is true that in the latter case hypocrisy is added to the original transgression; but is not such hypocrisy an acknowledgment of wrongdoing, and as such a less evil than bare-faced and audacious wickedness?

In the Caldwell case the exposure will doubtless lead to other good results in turning men's attention to the utility of office seeking or office holding as a means of distinction when no fitness exists for the place sought. Think of the stupidity displayed in a man's striving to be a United States Senator, not because he has the education, experience or qualifications of these: the political genius qualifying him for that high office, but simply because he has made all the money he has in the promotion of social distinction as he had hoped, desires now to try political office; or because he thinks the party services rendered by him at a recent election entitle him to that office as a reward! The theory that the office should seek the man, and not the man the office, may be an exploded error, but it was based upon a truth, namely, the necessity of fitness in a candidate, and of a recognition of that fitness on the part of his fellow citizens. Were this a practically acknowledged principle in the distribution of offices, we should have very different men in positions of power and trust from many we now see so placed. Though this desirable state of affairs may be still

EXECUTIVE ORDER.

STATE OF LOUISIANA, Executive Department, New Orleans, March 26, 1873.

It having come to my knowledge that assessments for taxes have heretofore been unequally made, and that marked favoritism has been shown to individuals to the detriment of the general welfare and the interests of the State, and being desirous that each citizen shall bear his proportion of the burden of supporting the State government, and of more.

I hereby give notice to all State assessors that discrepancies, errors or omissions, such as have been complained of, will hereinafter be considered sufficient cause for the immediate removal of the delinquent officer. All errors and omissions in existing assessment rolls will be promptly corrected, as provided for by law.

Given under my hand and the seal of the State hereto attached the seventeenth day of March, in the year of our Lord eighteen hundred and seventy-three, and of the independence of the United States the sixty-seventh.

WILLIAM P. KELLOGG, By the Governor, WILLIAM WELLS, Assistant Secretary of State, 1873.

PROCLAMATION.

STATE OF LOUISIANA, Executive Department, New Orleans, March 26, 1873.

Whereas, Reliable information has reached me that certain evil disposed or misguided persons propose to combine, or have combined, into associations for the purpose of resisting the payment of taxes due the State, with the avowed object of bringing the State government into disrepute, and with the further avowed purpose of overthrowing the said State government, by preventing it from receiving through the collection of taxes the means for its support; and

Whereas, It is the first and imperative duty of the State and its citizens, now impaired by the revolutionary conduct of certain pretenders to official station, in the violation of the constitutions and directions of duty of tax collectors, and the late State administration, by the acts of the Tax Resisting Association of New Orleans (an organization which has been in existence for more than eighteen months past), and by other causes

Whereas, Experience shows that tax resisting associations result in the weather cases escaping payment of their taxes, while poorer men are not only compelled to pay their taxes, but additional penalties and costs, and an addition thereto, a much heavier rate of taxation than would be requisite if those better able to pay promptly met their just obligations to the State; and

Whereas, The delinquent tax lists of the State, as shown by the Auditor's books, amount to the enormous sum of \$2,231,231.90—the proportion of the city of New Orleans alone being \$1,472,225.00—said taxes having accrued and fallen due under the late administration, and the greater portion of them being due from those best able to pay, and

Whereas, It is but just and right that the burden of supporting the State government should fall as equitably as possible, under the law, upon all classes of the population, and that no one class should be allowed to evade the payment of taxes, either by combination and association, or by the guise of passive resistance, or by any other illegal means or pretenses; and

Whereas, It is made my imperative duty to see that the laws are duly and promptly collected, and that all persons who conspire in any way to injure the State credit, whether by passive or active resistance, shall be prevented from such unlawful acts;

Now, therefore, I, William P. Kellogg, Governor of the State of Louisiana, being desirous of avoiding, if possible, the prosecution of any citizen, and being anxious to restore the public credit, and to inaugurate an administration of retrenchment and reform in the financial affairs of the State and city, and being desirous, as far as is in my power, to suppress all unlawful combinations, associations and conspiracies for the illegal purposes hereinbefore mentioned, do hereby direct the tax collectors in every part of the State to proceed forthwith with the collection of the taxes due the State, and to use all legal measures to insure obedience to the order, and to the end that the credit of the State may be restored, the much needed internal improvements be prosecuted, and the burden of supporting the government be more equitably distributed than heretofore, and the present heavy taxation be reduced, I do hereby warn all citizens to desist from taking part in any combination, association or conspiracy having for its object the resistance, passive or otherwise, of the collection of the taxes due the State, and request them to comply with the law and with their duty, by the prompt payment of their taxes, and to let by direct the Attorney General and the district and parish attorneys through the State to prosecute without delay, civilly, criminally and to the fullest extent of the law, all delinquent tax collectors who are reported as such, after the publication of this proclamation.

Given under my hand and the seal of the State hereto attached, this thirtieth day of March, in the year of our Lord eighteen hundred and seventy-three, and of the independence of the United States the sixty-seventh.

WILLIAM P. KELLOGG, By the Governor, P. G. DESLONDRE, Secretary of State, 1873.

LINEN SHIRTS.

We have just received, per steamship Canada, a full and complete assortment of the finest SHIRTS from the manufacturing houses of

CHARVET, PARIS, analyses from the best manufacturers, to which we would call the attention of purchasers.

D. H. HOLMES, 105 1/2 St. Nos. 125 Canal and 15 Bourbon streets.

CANTON MATTINGS.

We have just received a full and complete assortment of CANTON MATTINGS, which we are offering at REDUCED RATES in quantities to suit purchasers.

D. H. HOLMES, No. 125 Canal and 15 Bourbon street, 1873.

M. SCOLLER,

105..... Canal Street..... 105

IMPORTER AND DEALER IN FINE WATCHES, DIAMONDS, JEWELRY.

SILVER AND PLATED WARE

STATUETTES, MUSIC BOXES.

Finest Gold Braided Cases.

WATCHES.

A large assortment of Watches from the celebrated factories of Girard, Hoffman, Russell & Co. Jaquet and others.

Diamonds reset with care and in the latest style. Fine Watches and Jewelry repaired and guaranteed.

FANCY GOODS.

Manufacturers on hand and in daily receipt of direct importations of the most elegant and choice selections of Jewelry from the very best European manufacturers.

A large assortment of Watches from the celebrated factories of Girard, Hoffman, Russell & Co. Jaquet and others.

Diamonds reset with care and in the latest style. Fine Watches and Jewelry repaired and guaranteed.

ROBERT MANNING, Administrator.

NEW ORLEANS PRICE CURRENT.

"LETTER SHEET." Issued semi-weekly from the office of the NEW ORLEANS PRICE CURRENT, Nos. 129 and 131 Gravier Street.

OUR LETTER SHEET MARKET REVIEW, issued promptly on every Wednesday and Saturday morning, with the BUSINESS CARD OF THE SUBSCRIBER conspicuously prefixed, is now furnished to the public at the reduced rate of 20 cents per dozen, \$2.50 per 100, and \$20 per 1000.

This publication contains the entire semi-weekly market review of our new edition, the most important tables of the Cotton, Exchange, and other mail tables published in the New Orleans, and contains the value of a

Commercial Circular with our elaborate Price Current report, giving the planter full and accurate information with regard to the staples in which he is especially concerned, together with reliable reports of the various other articles in which he is interested as a purchaser and consumer.

Orders are respectfully solicited. LOUIS J. BRIGHT & CO., Editors and Proprietors, Nos. 129 and 131 Gravier Street.

THE LUZEBURG HOSPITAL.

Sanctioned by the late Legislature, the excellent Hospital for Small-pox and contagious complaints, IS ON THE PORTCHARTRAIN RAILROAD. Fifth square outside Claiborne street.

Full and complete reports of the sanitary officials, with permits from the sanitary officials. Private or paying cases are received free. Wards \$3 per day; private rooms \$5. Apply at the hospital.

BARGAINS. CLOSING OUT.

I am about retiring from the CLOTHING TRADE, and will offer the entire stock of Clothing and Furnishings, consisting of Trunks, Leather Goods, Suits, etc., at a great sacrifice, and at a price that will be a bargain to all who will buy.

REDMOND B. MANNING, 39..... Canal Street..... 29

JOHN W. MADDEN, STATIONER, LITHOGRAPHER, JOB PRINTER.

AND BLACK BOOK MANUFACTURER. Estimates all orders with promptness and accuracy.

HARDWARE.

ESTABLISHED IN 1822. SLOCOMB, BALDWIN & CO., HARDWARE IMPORTERS AND DEALERS. Nos. 74 Canal and 91, 93 and 95 Common street.

Adjoining Giro Hotel, New Orleans. Catalogue, Guide, Iron, Steel, Nails. Paints, Oil, etc.

A LARGE STOCK OF FARMING IMPLEMENTS—PLOWS, SCYTHES, SWEEPERS, ETC. Your Patent Power and Saws. Mechanics' Tools. Railroad Supplies. All at the lowest prices. SLOCOMB, BALDWIN & CO., New Orleans, La.

MISCELLANEOUS.

FOR THE COMING HOLIDAYS I WOULD BEQUEST my persons and the public to come and examine my extensive stock of RED and WHITE BELLEVILLE LIQUORS and PRIZES, suitable for the table, and for the gift.

TRAFFALGARS..... TRAFFALGARS..... C. H. ALLEN & CO., No. 24 New Levee Street.

Having on hand a large assortment of FARMING IMPLEMENTS, such as PLOWS, SCYTHES, SWEEPERS, ETC., and a full stock of FARMING IMPLEMENTS, such as PLOWS, SCYTHES, SWEEPERS, ETC.

NOTICE.—AN ASSOCIATION UNDER THE name of "THE ASSOCIATION OF FARMERS" was authorized by an act passed before Edward H. Boggs, then Governor of Louisiana, on the 20th day of the month of May, 1852, to raise a capital stock of \$1,000,000, and to issue bonds to the amount of \$1,000,000, and to issue bonds to the amount of \$1,000,000, and to issue bonds to the amount of \$1,000,000.

THE "LOUISIANA FARMER," Published at Trenton, La. Has the largest and most complete assortment of FARMING IMPLEMENTS, such as PLOWS, SCYTHES, SWEEPERS, ETC., and a full stock of FARMING IMPLEMENTS, such as PLOWS, SCYTHES, SWEEPERS, ETC.

MACHINE TOOK AND COUNTRY WARES. Cash paid for Country Wares. Factory No. 25 Poydras street, above Canal, N. O.

HIDES, SKINS, SADDLERY, ETC. JOSEPH B. WILSON, JR., 25 Poydras street, above Canal, New Orleans, Louisiana.

MCCLELLAN SADDLERY AT \$5 EACH. Five Dollars Each. McClellan Saddles at \$5 each. McClellan Saddles at \$5 each.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.

FOR SALE BY THE ASSOCIATION OF FARMERS. For Sale by the Association of Farmers. For Sale by the Association of Farmers.