

AMUSEMENTS.

ST. CHARLES THEATRE. Proprietor, Mr. DUBAR. Stage Manager, Mr. FITZGERALD. BENEFIT OF P. GLEASON. DOMINICK MURRAY IN TWO PICTURES. Sunday Evening, March 30.

ACADEMY OF MUSIC. Sunday, March 30, 1873. DAYAN AGH'S COMIC AND VARIETY SPECIALISTS. In a splendid Bill of Spectacles.

ACADEMY OF MUSIC. SECOND WEEK OF CAVANAUGH'S COMIC AND VARIETY SPECIALISTS. Commencing Monday, March 31.

W. B. CAVANAUGH. In his great character of 'BLACKIE BISS, THE MAD FOOT OF THE CATSKILL MOUNTAINS.'

NEW AND VARIETY PROGRAMS. Introducing NEW SONGS, DANCES, MYSTIC CHARACTERS, ARITHMETIC, SKETCHES, AND CHARACTE REPRESENTATIONS.

VARITIES THEATRE. LAWRENCE BARRETT. Every Evening and Wednesday and Saturday Matinees.

LAWRENCE BARRETT. APPEAR AS DAVID GARRICK. The Great Actor.

THURSDAY EVENING, April 5—Benefit of A. O. Saturday, April 6—Benefit of the Theatre (and a member of the same) who was disabled by the accident at this Theatre March 24, when Mr. Lawrence Barrett will appear for the first time in 'David Garrick and Pizarro.' In preparation—'The Great American Comedy of Extraneous.'

LOST. \$200 REWARD.—LOST ONE STEEL BOX from the Bank of America, at FINE BOUL. No. 311, containing the following described papers:

Several tax receipts of D. Durand. Insurance policies in favor of Mrs. Letour, Mrs. Bousquet, and heirs of Cavalier. Five certificates of the City of New Orleans. City stock in favor of S. Letour. Five shares of above stock.

Three notes, secured by mortgage, drawn by Commenge & Lambert and endorsed by them for \$750 each, dated December 14, 1872, and payable in two, two and three years.

The certificate of stock of the estate of Germaine Insurance Company, No. 36, in favor of L. Letour.

One note for one year, dated January 5, 1873, drawn by Ch. Bousquet in favor of S. Letour.

Five notes, drawn by M. J. Bousquet, for \$125 each, dated the 1st of June, 1872, and each month thereafter.

Four notes, drawn by M. J. Bousquet, for \$125 each, falling due on the 1st of June, 1873, and each month thereafter.

Four notes, drawn by Daniel Broderick, payable to his own order, and by him endorsed, for \$125 each, falling due on the 1st of June, 1873, and each month thereafter.

Several copies of the deeds of property, tax receipts, etc.

The undersigned hereby cautioned not to negotiate for the above described property, payment of the same having been stopped.

The above is to be paid on delivery of the box and papers to the Bank of America, or to the name of Toussaint and Chartra, etc.

CAUTION. The following described notes having been lost or stolen, viz: A note for the sum of \$50, drawn by Paul St. Pierre to his own order, and by him endorsed, dated the twenty-fifth of May, 1872, payable to the order of the Bank of America, with eight per cent interest per annum from date until paid. Purported 'in the name' by R. Commenge, notary, in order to be identified with an act passed before said notary on the twenty-fifth of May, 1872.

The public is hereby cautioned not to negotiate or trade for the same except with the undersigned, the legal holder thereof.

MARCEIN HIGARD. No. 22 Jena street, Sixth District New Orleans, on the 30th day of March, 1873.

LOST. Certificate No. 141, dated May 12, 1871, for 100 shares of the Louisiana State Lottery, in favor of M. F. Bousquet.

Certificate No. 29, dated June 11, 1870, for fifty shares of the Louisiana State Lottery, in favor of L. Letour.

Certificate No. 236, dated May 18, 1870, for two shares of the Louisiana State Lottery, in favor of S. Letour.

Certificate No. 187, dated May 18, 1871, for five shares of the Louisiana State Lottery, in favor of L. Letour.

Application for duplicate of same has been made to the company.

New Orleans, March 5, 1873. mh3 201.

MISCELLANEOUS.

FOR THE COMING HOLIDAYS I WOULD REQUEST my patrons and the public to come and examine my extensive stock of RED and WHITE BLEND WINES, LIQUORS and FRUITS, suitable for all occasions. P. HOLLANDER. No. 63 Customhouse street.

TARPAULINS.—TARPAULINS. C. R. ALLEN & CO. No. 84 New Levee Street.

Keep always on hand a large assortment of TARPAULINS which they will hire to merchants for covering merchandise on the levee, and will pay all damage sustained to goods when their Tarpaulins are used, and are employed to protect the same.

All orders for shipping, Railroad, Cotton Presses, or any persons requiring Tarpaulins, will address orders to SAMUEL BROOK, which will be promptly attended to.

NOTICE.—An Association under the title of the 'Southern Publishing Company' was authorized by an act passed before Edward Levee, a public notary in the city of New Orleans, on the seventh day of December, 1868.

The capital stock of this company was never authorized, and the act of incorporation is void. This company has, then, no organization, no assets, and no legal responsibility.

W. M. BOWEN, named in the act and articles of incorporation as president of the Southern Publishing Company, is hereby notified to make this notice of the voidness of the act and articles of incorporation as president of the Southern Publishing Company, and to make this notice of the voidness of the act and articles of incorporation as president of the Southern Publishing Company.

THE 'LOUISIANA FARMER.' Published at Trenton, La. Has the largest weekly circulation of any paper in the State. Merchants of New Orleans will find the Farmer an indispensable medium for making their business known in the interior.

W. M. BOWEN, named in the act and articles of incorporation as president of the Southern Publishing Company, is hereby notified to make this notice of the voidness of the act and articles of incorporation as president of the Southern Publishing Company.

MACHINE PICKED AND COUNTRY MOSS. Cooks paid for Country Moss. J. M. PROSSER. No. 79 Peters street, above Canal.

HIDES.—SKINS.—FURS. JOSEPH R. WILKINSON, JR. Dealer in Hides, Skins and Furs. No. 60 Magazine street, near the Customhouse, New Orleans, Louisiana. Liberal value for all consignments.

MCLELLAN SADDLES AT \$5 EACH. Five Dollars Each. 500 MCLELLAN SADDLES AT \$5 EACH. 500 BIDDERS AT \$10 EACH. 500 BIDDERS AT \$10 EACH.

For sale by S. B. CHURCHILL, No. 50 Magazine street, between Gravier and Market, Under St. James Hotel.

GUNMAKER. JOHN H. DEALER IN FIREARMS, Ammunition of Every Description and SPORTING AND FISHING TACKLE. No. 130 Common street.

Special attention paid to altering muskets to breech-loaders and repairing firearms of all kinds.

GLT YOUR TRUSSEES AND BRACES WHEN THEY ARE MADE AND FITTED. H. SPILLMAN. 93 Baronne Street.

The best trusses and braces, abdominal and uterine supporters for the falling of the womb in America or Europe, can be had and be applied by the inventor, patentee and manufacturer, whose motto is 'Honest dealing, will last longest.' The highest honors awarded at the St. Louis, Missouri, Jackson, Mississippi, Houston, Texas, and New Orleans Bazaar fairs, and numerous medals and diplomas awarded by leading surgeons and physicians. Twenty-six different patterns of trusses on hand. Send for circulars for free.

CIGARS. HAVANA CIGARS AND CIGARETTES. A full assortment of Havana and Smoking TOBACCO constantly on hand and for sale by ED. L. ZELL & CO., Corner Canal and Carondelet streets, New Orleans, Louisiana. Goods sold fully warranted.

LOTTERIES. LOUISIANA STATE LOTTERY. COMBINATION PLAN. DRAWS DAILY.

SAVING PRIZES. \$5000. \$5000. \$3500.

Admission should be addressed to the Managers' office, corner of St. Charles and Union streets, New Orleans.

TICKETS ONLY ONE DOLLAR. Tickets in Propriety.

THE POLICY PLAN. BEWARE OF BOGUS LOTTERIES. DRAWING OF THE LOUISIANA STATE LOTTERY FOR MARCH 29, 1873. CLASS 73.

The above drawings are published in the principal papers, and are drawn in public daily at the office of the company.

Witness our hands at New Orleans, Louisiana, this twenty-ninth day of March, 1873. ADAM GUYTON, Commissioner.

REWARDS OF BOGUS LOTTERIES. BEWARE OF BOGUS LOTTERIES.

WANTED.—A THOROUGH BERNER'S MAN, with from \$200 to \$300 cash, as a part of a legitimate business, money can be turned over to him, and where he will be expected to keep every article of the business. The best of the books and all the requirements of the business are given all the requirements of the business. Address: BETHLEHEM, Republican office, mh3 2.

ENTRANCES TO THE MISSISSIPPI.

Circular from Captain Howell.—Information for shipmasters and owners. UNITED STATES REGISTRY'S OFFICE, No. 211 Magazine street, New Orleans, March 29, 1873.

The bars at the entrances to the Mississippi river and the channels that may be made across the river, are subject to such constant change as to place shipmasters entering or leaving the port of New Orleans, with their vessels, entirely at the discretion of bar pilots and pilots, and it is the duty of the pilots to furnish captains with the latest information of the channels, and to show the conditions or locations of the crossings, or in any way enable captains to judge for themselves of the proper time to attempt crossing, or of the skill and judgment with which their vessels are handled on the bar.

For the better information of shipmasters, the undersigned will hereafter, at such times as it may be deemed necessary, have lithographed for distribution, charts similar to the one accompanying this circular, showing the exact location of the light-houses, beacons and buoys; the shape and condition of channels represented by curves and figures, giving soundings at extreme low tide; the true meridian and magnetic variation; the nature of the bottom of channel and such other particulars as may be of importance. When charts are ready for distribution, they will be sent to the daily Times, Picayune, Republican, Bee and German Gazette, and in the Price Current.

After such notice, agents, shipmasters, pilots and others, are invited to apply for them at this office, when they will be issued free of charge. The condition of the bar at the mouth of the Mississippi river, is such, since the date of the accompanying chart, so that the latter will only be of service to show location of buoys. On and after the first day of April, 1873, the bar will be played in a conspicuous position near the bar, on which the dredgeboats may be working; signals, changed hourly during the daytime, giving the full depth of water in the channel, and the bar for the time of showing. While the tide is rising the signals will show red numbers on a white ground, and the full depth of water in the channel, and the bar for the time of showing.

Numbers representing the depth of water in the channel, and the bar for the time of showing. While the tide is rising the signals will show red numbers on a white ground, and the full depth of water in the channel, and the bar for the time of showing.

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Launch of a Lightship.

The lightship Galveston, which was recently towed up from Galveston harbor and placed upon the marine ways of Messrs. Cottell & Brady, at Algiers, for repairs, was yesterday gracefully given back to the element in which she delights to ride, and (as George Cable, our daily New Orleans post, has it in his charming apostrophe to the "Morning Glory" in which she

Keeps glory and waits For work a sweet sea.

The launch was witnessed by a number of ladies and gentlemen, invited guests, all of whom seemed to take a great deal of interest in the minor preparations for speeding the finely moulded craft adown the sloping ways, and to heartily enjoy (albeit with bated breath on the part of one timid Miss) the giddy, breezy rush, and splashing, foaming plunge at the finish.

Messrs. Cottell & Brady are among the most enterprising of our Algiers mechanics, and seeing the excellent work which they turn out, and the ability of other shipyards in Algiers to do the same, and seeing, also, that the very best ship carpenters and joiners seek these yards for employment at moderate compensation, and with labor of all kinds at hand, and at the cheapest rates, it seems to us that the general government might, with the very best reasons, establish a yard of its own in that district of our city, which is but a stone's throw from across the water.

Scene on the Boulevard. A number of Democratic politicians yesterday captured poor Sam Armstrong, and the following colloquy ensued:

The Boys.—"Well, Sam, that's a royal old letter you've got in to-day's Picayune. You are a bully old patriot, you are!"

Armstrong.—"Well, gentlemen, you don't 'specially understand it. Weber brought me round to Governor Kellogg, and I sold him nobly by offering him date, and nothing around loose. But when I got that appointment I took it to the Governor."

The Boys.—"What Governor? Warmoth, of course. And you set right down and wrote off that letter for me to sign."

The Boys.—"You did nobly!"

Armstrong.—"I told him it was too strong, but he just made me do it, so I guess I'm stuck now."

We guess so too. Yet we doubt if Governor Kellogg had at any time any idea other than to do a kindness to an ignorant and innocent old fellow who had fallen into the Fusion trap.

Real Estate Investments. We again recommend to the special attention of our readers having money to invest to look up good city property, improved or vacant. If they can secure such at low prices, they should not lose the opportunity. There are inducements at work which are long can not but result most favorably on the property value of our great Southern metropolis. Our city is too important to the necessities of the great West and even the whole nation to let her retrograde. If her present population will only awaken her dormant resources, the assistance of the present government can not fail in the needed improvement of the Mississippi river and the levees, and the railroads from here to Texas and Mexico. In this connection we specially commend the reading of Messrs. Girardey & Co.'s advertisements, offering a most attractive variety of improved and vacant city and suburban properties, on terms too favorable not to be seriously considered.

Real Estate Sales Yesterday. We are indebted to the politeness of Messrs. C. E. Girardey & Co. for a synopsis of the properties sold by them yesterday, and the prices realized, comprising the following:

Two-story frame house, corner of St. Louis and Burgundy streets, consisting of Camp, 11,100

Two-story frame house, No. 491 Camp street, between St. Louis and Burgundy, 4,500

Cottage house on Tchoupchou street, between Camp and Magazine, 2,500

Two-story frame house, No. 290 Burgundy street, between St. Louis and Burgundy, 1,200

Chalieu and Prytane streets, 2,500

A WORD OF ADVICE TO OUR READERS.—It is with pleasure that we call the attention of our readers to the large furniture emporium of our neighbors, the Messrs. Montgomery, Armory Hall, No. 87 Camp street. They have one of the largest and best assorted stocks of furniture, to be found in the South, and they are selling at extremely low prices. Parties wishing anything in their line will do well to take our advice and examine their stock before making their purchases elsewhere. Their stock comprises every grade of furniture from a kitchen set or table to the finest bedroom and parlor suits. These gentlemen are polite and affable, and are desirous of showing their goods to the public whether they wish to purchase or no.

VALUABLE IMPROVED REAL ESTATE AT AUCTION BY THE SHERIFF.—We call attention to the sale at auction to be made to-morrow at noon, at the Merchants and Auctioneers' Exchange, Royal street, by the sheriff of the parish of Orleans, of the undivided third of a lot of ground, with the one undivided third of all the buildings and improvements thereon, situated in the First District of this city, at the corner of Carondelet and Poydras streets. For full particulars see advertisement.

The following is the passenger list for the steamship Hammer, Captain Hinbeck, which sails for Havana to-day:

For Havana—Mrs. Dorothea Thum, Henry March and family, Mrs. E. Blessey and daughter, Karl Kuhn, George Kohn, Mrs. J. Frank and two children, Mrs. K. Lassewitz and child.

The steamship—Leon Dreyfus, family of Mrs. Stuart, wife and two children.

For Havana—Mrs. Louisa and child, Mrs. Havanna—J. H. Washington, Paule Gellen.

About fifty steers to Europe.

The Shreveport Times says: We learn from Captain Walker, in charge of the local corps of engineers of the New Orleans and Texas road, that they have run a line of survey south from the intersection of Southern Avenue and Texas road, some twelve miles south of the city, below Wall Lake. Captain Walker is satisfied, from the topography of the country surveyed, that a very small amount of heavy grading will be necessary to support a line of railroad from Silver Lake north.

The chief of engineers will decide on the adaptability of the two lines before leaving.

Senator Ward left Washington for home yesterday morning.

(For the Sunday Republican.)

The Month of the Mississippi.—The Towboat Association of New Orleans does not desire the improvement of the bars at the mouth of the Mississippi river?

It is known that when there is an improved channel across one of the bars, our harbor tugboats can well compete with the association, and find it a lucrative business to tow vessels to and from sea at lower rates than charged by the association.

Has the association no way of breaking down such competition?

Two ways may be mentioned, both very expensive and not always effective:

First.—The harbor boats usually have but little trouble when there is an improved bar, in getting a tow from city to sea. This alone, however, will not pay well enough for the round trip to and from the interior, there must be a warrant for getting a return tow.

This the association labors to prevent in the wise: One of its towboats is put on special duty to dog the harbor boats at sea, and underbid the latter, even to the extent of offering a tow to the city free of charge. This is expensive, and not always effective: for when there are several vessels arriving at the bar at the same time, the little boats sometimes elude the vigilance of the big ones, and capture a tow, thus, not only ruining the association of the expensive harbor boats, but also of the city.

Second.—There is another way, which consists in paying the owner of the harbor tug his own price for his boat, or his own price for the interest on the boat.

Third.—The harbor tug is placed at a disadvantage, because of its own being refused the use of the harbor tug line. Do these attempts to preserve monopoly pay? It is presumed they do, but as the dividends declared by the association are only made known through the occasional reports of the press, the question can not be certainly answered. We only know that the four lines forming the association can afford to keep separate offices, reside in the city, and occasionally, paying large salaries, also keep a large number of boats idle at considerable expense, purchase about \$40,000 worth of coal in advance, and then, after paying for the coal, they divide the profit per cent per annum.

When the bar is unimproved, can these harbor tug interests? No. They have not sufficient power to cross the bar through two or three feet of mud.

When the bar is unimproved it is a difficult matter to get ships drawing more than fifteen feet to get across. The operation takes days, often weeks, and occasionally months. During this time the association, after getting the vessel comfortably grounded, stands ready at the call of the shipmaster to tug at his vessel each tide, with one, two, three or four tugs, at a rate of about \$100 per hour for each tide, of about three hours' duration. This work is done cheerfully, and as the towboats are not run by the association, but by the shipmaster.

With an improved bar, there is no chance for this lucrative employment, unless on account of contrary winds, or counter-currents, or for the sake of a boat for steering, or carelessness of pilot, or inadvertence of towboat captain, or some other adverse freak of nature, a vessel may with propriety be tugged at the rate of \$100 per hour for the towboat somewhere between the Gulf and Pilot town.

REASON NUMBER THREE. With an unimproved bar there is a rich harvest to be reaped from tugging at the harbor boats, especially if the towboat employed, which is all lost if the bar is improved, for steamship pilots generally find it to their interest to know the location and condition of the channel, and seldom run the vessels, with which they are entrusted, around, outside of the channel.

REASON NUMBER FOUR. The richest part of the business destroyed by improvement of the bar is that of lightering grounded vessels. This is usually done by special contract, made after the shipmaster utterly despairs of getting his vessel afloat by other means, and after he has taken up the cost of the towboat, and begins to fear that his ship, cargo and all, will be taken up by the water.

It requires a nice calculation to figure up how much he will pay for lightering rather than abandon his vessel, that must often encounter the shipmaster, especially if he is poor at figures.

REASON NUMBER FIVE. When there are a great many ships (as at present) waiting outside for a tow in, there may often be lively competition between shipmasters for the same towboat, and the first opportunity to cross the bar and reach market. For example, let us suppose two ships from Rio, with coffee, off the bar waiting for a tow, and that the coffee is in a hurry in New Orleans—the price advances. Then if one cargo can be brought in a week or ten days before the other, the price is worth thousands to the fortunate owner, and the unfortunate one, when he arrives finds his market flat. This conclusion may be drawn.

REASON NUMBER SIX. Though a small one, may be mentioned (painters, you know, are in the habit of putting a bill for their work on the side of the gross amount obtained from charging from fifteen to twenty-five dollars per tide for the use of hawsers should indicate a very profitable sale of such articles.

After all these reasons which have been drawn from nearly four years' careful observation, and from the study of annual and quarterly statements to show the status of the Towboat Association, let us have some figures of our own.

The total tonnage of sailing vessels entering this port last year was 436,550 41-100 tons; clearing, 457,995 23-100 tons, at \$12 25 towage up and forty cents down per ton, would make \$59,031 75 income to the bar, if the bar had been unimproved, there might have been added for tugging on bar and lightering, \$100,000.

The total tonnage of steam vessels entering was 629,243 88-100 tons; clearing, 739,802 21-100 tons (many of the vessels drawing from eighteen to twenty feet), out of which there might reasonably have been expected for tugging at the bar, entering over an unimproved bar, \$100,000.

Leaving out the hawsers, etc., let us say \$250,000 was lost to the Towboat Association during one year because of improvement of the bar, and the government at Southwest Pass. Now under this heavy loss, is it not reasonable to suppose the association must chafe, and every obstacle in the way of that improvement which cuts off fully one quarter of a flourishing business? Of this I shall have something to say when I again have leisure.

Patrik J. Kennedy has been commissioned by Governor Kellogg as commissioner at the Vienna Exposition for the State of Louisiana.

We learn from Captain Walker, in charge of the local corps of engineers of the New Orleans and Texas road, that they have run a line of survey south from the intersection of Southern Avenue and Texas road, some twelve miles south of the city, below Wall Lake. Captain Walker is satisfied, from the topography of the country surveyed, that a very small amount of heavy grading will be necessary to support a line of railroad from Silver Lake north.

The chief of engineers will decide on the adaptability of the two lines before leaving.

Senator Ward left Washington for home yesterday morning.

The Shreveport Times says: We learn from Captain Walker, in charge of the local corps of engineers of the New Orleans and Texas road, that they have run a line of survey south from the intersection of Southern Avenue and Texas road, some twelve miles south of the city, below Wall Lake. Captain Walker is satisfied, from the topography of the country surveyed, that a very small amount of heavy grading will be necessary to support a line of railroad from Silver Lake north.

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