New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

AUCTION SALES TO-MORROW.

BY WALTON, DAVIS & PEERET, at 11 o'clock, on St. Louis, between Berbigny and Claiborne streets, household furniture, paintings, tools, etc.

BY SHERIFF HARPER, at 12 o'clock, at the Merchants and Auctioneers' Exchange, an improved lot on Dauphine street, between Ursulines and Hospital; also, at 5 o'clock, at warehouse, No. 74 St. Ann street, printing press, type, etc.

Local Intelligence.

A man professing to be an attorney was arrested in the first precinct yesterday for obtaining the immense sum of 150 cents by fraudulent means. The loser is now a hopeless bankrupt, and doubtless the city will be compelled to pay a coroner's expenses in consequence.

AFLOAT.—Most business men who had occasion to perambulate the streets yesterday fervently wished for packet boats, that they might travel around freely with dry feet. The rain seemed to exert itself in the disagreeable way, flooding gutters and banquettes.

DROWNED.—Henry Williams, only seven years old, was yesterday accidentally drowned in the river head of Market street. His parents live at the corner of New Levee and Market streets.

DOUSING A BOAT.—The members of the Riverside Rowing Club last evening baptised one of its new boats, but not in deep water. The baptising was altogether figurative, and an uncommonly festive occasion. If hearty good wishes will cause the shallop to glide smoothly through its proper element, then it will outstrip all competitors.

GOT A SHELL.—There is a great charm in watermelons for some people, and most boys think that stealing one or a dozen from a field no harm.

All of Friday George Williams hunted for a melon patch, and failed to find one until long after dark. With stealthy tread he sneaked up to it, near Poydras market, and tackled the finest one he saw, making off with it without being detected. He had not gone far when he found a good place to rest and eat his plunder, but the melon fell on the banquette and became a total wreck. Of course George would not gather up the pieces when he could easily steal a whole one, therefore he quietly stepped back to the "patch" and lugged off a very fat melon, but he was discovered in the act and fled like a frightened locomotive, but a fat policeman was able to move around some, and George was captured. He did not deny the theft, but sullenly walked into a cross-barred cell, muttering something about this being a mighty particular country, where a poor man could not steal even a watermelon unless a peeler interested himself in the joke. Accused ruminates in the Parish Prison.

NO PROSECUTION.—The lad Joseph Zemore, arrested for taking $430 from his father, who was three sheets in the wind with another flying, was before Judge Gernon yesterday, but the prosecutrix thought she had made a little mistake and asked that the matter be thrown out of court. She was gratified.

OLD AGE.—Nancy Lee, whose home was on Tchoupitoulas, between Aline and Delachaise streets, died a natural death, the physician's certificate being evidence that she died from old age and debility. She was ninety-five years old. If one must die, why can not all live up to the verge of a hundred!

HE GOT IT.—Two elements fell heavily yesterday morning—the rain and a cowhide. The rain fell all over our city, but the cowhide fell only on the back of H. N. Frisbie, and inside the first precinct stationhouse. Cause: H. N. Frisbie, a few weeks ago, hired a portion of a dwelling house on Julia street, and as the poor landlady was unable to square up with her landlord she requested him to release her from her obligations, and was accommodated. After this was done she attempted to obtain possession of the house keys, but Frisbie flatly refused to be agreeable, still professing to hold possession of a portion of the house. The owner learned this fact, and made amicable demand for his property, but met with decided opposition.

A second request was spurned, when a new cowhide dropped down on his back with such force that dust flew faster than if a regular brush were freely applied. The whack, whack, sounded even louder than the falling rain, and the victim made desperate efforts to waltz off out of reach, but that whip followed fast and faster until the applier's right arm was weary. Frisbie thereafter ascended to the affidavit clerk's office and swore that he had not only been badly assaulted but was unmercifully beaten. Before the day was complete Mr. Tom O'Connor had surrendered himself to Captain Schreiber, and was released on his parole to answer for having violated a State law. Frisbie, after this affair, attempted to enter the Julia street house, but ran jam up against a healthy fist, one equal to a double-barreled quarantine, and now he rests.

CRIMINAL COURT.—The grand jury returned a true bill for murder against Theodore Englander for the killing of Balthazar Stock, August 4. Not a true bill was found against his wife. The preliminary examination of the case was before Justice Stars, who bailed the woman.

A. Saucie was fined $50 for carrying a concealed weapon.

The court imposed a fine of $25 on J. Barr for assault and battery, he pleading guilty.

CHRISTENING THE NEW STEAMER.—Nearly all the members, old and new, of Eagle Steam Engine Company No. 7, assembled at the hall, on Dauphine street, last evening, to assist in performing the ceremony of christening the new engine. All the active members were in uniform, while exempts and guests modestly wore white badges. Among the exempt members were a score or more of "old timers," who ran with the machine long before the most inventive brain thought of applying steam to an apparatus for extinguishing fires, yet they accept the situation, quite forgetting the hardships they endured when tugging at the brakes of a hand engine long ago. As the men filed out of the hall an experienced eye might have seen two dozen or more solid citizens in the ranks, eyes bright with the memory of more active life. They stand aside now to give place for more ambitious men, still retaining an affection for the company and all its surroundings. Having procured a new steamer the usual form of christening it was not to be dispensed with, and so the roll was called, nearly the entire company responding.

They marched to the residence of Mr. James Campbell, on St. Ann street, where the engine was christened and named James Campbell, in honor of the host. Judge Tissot made the opening speech, and the response came from Mr. Campbell. Chief Engineer S. F. Parmelee, of the Sixth District fire department, being called upon, enlarged upon the good qualities of the new engine, he having been one of the judges at the trial. He hoped the time would soon come when the fire department of the Sixth District would be consolidated with that of the old city—a sentiment that was received with strong manifestations of approval.

This over, the company paraded through some of our principal streets, and when opposite our office gave us a musical salute. They then adjourned to Victor's restaurant, where tables were loaded with things that delight a hungry man. This closed the festivities, and Mr. Campbell has placed No. 7 under one more obligation, and he has received an uncommon compliment.

ROW ON TCHOUPITOULAS STREET.—About seven o'clock last night half a dozen men entered the beer house, No. 60 Tchoupitoulas street, and demanded liquor. The barkeeper refused to furnish drinks except he received a dollar per glass. This enraged the men, when they began to break things generally. One of the six was loud and lofty, and as Officer Creagh attempted to suppress the trouble, they all attacked him, beating him terribly with his own club, which they had wrested from his hand. Other officers arrived quickly and assisted Creagh, but the rioters were too strong for them. The fellows finally ran off, one taking Creagh's club away with him.

As the rascal was running, Officer Rouch, not on duty, saw him, and attempted to make an arrest, but the fellow used Creagh's club on him, breaking his nose. A citizen made an effort to stop the runaway, but he got a knock down from the same club, when no one else felt inclined to interfere. All the others escaped except John Murray, who had jumped against a bullet. He also received some hard knocks on his head, and is so badly wounded that it was necessary to send him to the Charity Hospital. Creagh was sent to his home, nearly used up. The rioters are not known by names.

A HEAVY STEAL.—Between eight and nine o'clock last night, Lewis Jones was on the levee near a pile of railroad iron, when some of the bars tried to slip into his pocket. This erratic conduct was noticed, and a citizen called for the police. Sergeant Sullivan was immediately on hand, and started to arrest the man, but the picker up of trifles was unwilling, bounding off like a scared deer. He ran to Lafayette square, and was there anchored, because some one fired a couple of shots at him. He then walked over to the calaboose as quietly as need be.

COURT RECORD.

Third District Court.

The following decision has been rendered by Judge Meunier:

A. R. Gaspard et al. vs. Third Justice of the Peace.—Application for a writ of prohibition. The relators' petition represents that on the eighth of July last, judgment having been rendered against them for the sum of forty dollars, in favor of John A. Bernos, by the third justice of the peace for the parish of Orleans, No. 878 of the docket of the Third Justice Court, they filed in due time, before said justice court, a bond conditioned as the law requires it for a suspensive appeal, which appeal was granted by the judge. That on the sixteenth of July following, they were served with the copy of a rule taken by John A. Bernos, to show cause why the suspensive appeal by them obtained should not be set aside on various grounds, among which there are some, according to said rule, that are no longer under the cognizance of the said Third Justice Court. The relators' petition further represents that on the trial of the rule, on the nineteenth of July last, said John Bernos brought to the knowledge of the lower court grounds not set forth in the rule served on the relators, and over which said court had no longer any jurisdiction, and that the third justice of the peace did illegally dismiss the appeal granted to said relators on grounds not notified to them, and which said justice of the peace had no power or jurisdiction to pass upon. The respondent avers in his answer that the judgment intended to be appealed from by relators being for $40, with interest and costs, and the costs at the time of the appeal—$7 50—forming part of the judgment, and the law requiring for a suspensive appeal a bond for a sum double the amount of the judgment. The bond filed before the lower court by the relators, for the sum of $80, is insufficient in amount and not conditioned as required by law. And the respondent especially denies that the matter passed upon by him (the insufficiency of the appeal bond) was no longer within the competency of the Third Justice Court; he also denies having dismissed the suspensive appeal taken by the relators on grounds not set forth in the rule "to set aside." The grounds assigned in the motion to dismiss the suit are the following: First, the appeal bond is not in the form as directed by law, nor for amount sufficient; second, the security on said appeal bond is not good and solvent. In the copy of the motion served upon relators the aforementioned grounds, it is true, are not set forth verbatim; but the relators are plainly referred to the grounds on file—that is, to the grounds assigned in the original motion "to dismiss." This is a sufficient notification in the contemplation of the law, and if the relators took no notice of the grounds especially assigned in the pleadings, they can not complain. *Negligentiam suam allegans neminem excusat.* Whether the costs must be secured by the appeal bond, as well as the principal sum for which the judgment has been rendered, is a matter which can not be inquired into under this present form of action. The only question which this court is called upon to examine is this: Is, or rather was, the third justice of the peace vested with the power of inquiring into the sufficiency of the appeal bond given by the relators? Was he competent to decide on that matter? The affirmative, I think, is not susceptible of a doubt; it flows from the act relative to the justices of the peace in the parish of Orleans, enacted March 15, 1855, and re-enacted in 1870. Section 2082 of the R. S. decrees, as follows: "Whenever an appeal shall be taken after the delay mentioned in section 2081 (three judicial days), or when on account of the insufficiency of the appeal bond or some other irregularity, the judge, after hearing the parties, shall be of opinion that the appeal must be set aside, then he will reserve—to the appellant—the right of renewing his appeal, provided that the appeal so renewed shall not prevent the other party, in whose favor the judgment was rendered, from enforcing the execution thereof, etc. By passing on the question of the sufficiency of the appeal bond filed by the relators herein, the justice of the peace has violated no law, nor has he committed any usurpation of power; but he has acted in the limits of the authority conferred upon him by the law above quoted. "Nothing short of a clear usurpation of jurisdiction will authorize the issuing of the writ of prohibition, and that writ will not lie to prohibit the judge of an inferior tribunal from proceeding further in the cause where it is shown that he is vested with jurisdiction over the case." C. P., art. 486; 20 A. R., 177; 29 A. R., 311. For these reasons let the writ of prohibition herein prayed for be refused.

Meteorological and River Report.

The signal service, United States army, reports, for the benefit of commerce, the meteorological record, and rise or fall of the rivers, at 3:43 P. M., local time, yesterday, as follows:

Place.	Ther.	Wind.	Weather.
Chicago	71	N.	Clear.
Cincinnati	72	E.	Fair.
Davenport	67	E.	Fair.
Galveston	84	S. E.	Threatening.
Keokuk	72	S. E.	Fair.
Leavenworth	69	S.	Fair.
Louisville	74	S. W.	Cloudy.
Memphis	81	S. W.	Cloudy.
Nashville	76	W.	Fair.
New Orleans	77	E.	Light rain.
Omaha	66	S.	Fair.
Pittsburg	72	N.	Clear.
Shreveport	81	E.	Cloudy.
St. Louis	68	N.	Fair.
St. Paul	64	W.	Fair.
Vicksburg	82	S. W.	Clearing.
Yankton	67	E.	Fair.

THE RIVERS.

Stations.	Rise, inches.	Fall, inches.	Above low water mark. Ft.	In.
Kansas City	..	..	11	1
Evansville	..	..	4	2
Omaha	..	..	2	6
Davenport	..	..	3	3
Leavenworth	..	1	1	11
Keokuk	..	1	2	10
St. Louis	..	1	12	8
Pittsburg	..	4	4	0
Cincinnati	..	4	11	6
Louisville	..	..	5	5
Memphis	..	4	11	3
Vicksburg	..	4	12	11
Shreveport	2	..	12	2
Nashville	..	..	2	0
New Orleans	..	1	..	..

The river here is nine feet ten inches below high water mark of 1871.

The Variety Dramatic Club.

This club will give its next entertainment at the Varieties Theatre, on Monday evening, the twenty-fifth instant. A drama, in three acts, called "The Dream Spectre," and the lively farce "To Paris and Back for Five Pounds," will constitute the bill selected. The Variety Club is fast gaining popularity with the lovers of amateur acting, and we predict for it, judging from the last performance, a pleasing and successful entertainment.

ROADSIDE GOSSIP.

More About Old Roads and New Roads—Road Making as an Agent of Civilization—History of Street Paving in New Orleans, London and the World at Large, Etc.

One of our New Orleans journals greatly given of late, even in matters non-political, to "trust to its memory for its jests and to its imagination for its facts" (as exemplified, for instance, in its assertion this very afternoon "on good authority" that the amended city charter bill had been signed by Lieutenant Governor Antoine) recently paid an eloquent but inappropriate tribute to Queen Semiramis for the magnificent specimens of road making that she had left behind in her kingdom (or queendom) of Egypt at some intensely early period before the Christian era. I trust it may not be considered a *casus belli* if I venture to suggest that Queen Semiramis was a "usurping" ruler of Assyria, not of Egypt, residing first at Nineveh and subsequently at Babylon, and that the Egyptian roadways which have excited the admiration of your contemporary were constructed by King Rameses, who died nearly 500 years after Semiramis had been murdered by her son. Queen Semiramis did, however, pave and tesselate the streets and sidewalks of Babylon, and 2000 years before Christ, if ancient historians are to be believed (confirmed as they are by the explorations of Lazard, Smith and others), she anticipated and improved upon most of our modern patent systems of paving; and certainly never attempted to patch up a rotten wooden roadway by dumping river mud on the top of it, as we are now doing in New Orleans, A. D. 1873. The bringing up of these old half forgotten names suggests how closely civilization and road making have gone hand in hand together, and how the best paved countries in all times have been the best governed, and the most prosperous and industrious.

It is curious to think that while our Saviour was taking that melancholy walk from Jericho to Jerusalem, among the vine-clad hills and olive groves of Palestine, knowing that He was walking to his death, Roman legions were building up in barbaric Britain, in uncivilized Gaul and mountainous Iberia roadways which were the heralds of a new civilization, destined eventually to overtake and surpass the crude, Titanic efforts of Egypt and Assyria, and to last through ages of change, foreshortening every year in their far-reaching influence and effect. Traces of these old Roman roads are everywhere apparent in the most flourishing countries of Europe. In England, in the county of Northamptonshire, near Peterborough, the city which George H. Whaliey, the George Francis Train of England, represents in Parliament (the same man, by the way, who your yesterday's telegraphic dispatches stated to have arrived in New York to advocate the claims of his fellow charlatan, the Tichborne claimant, all through this country). Roman roads, constructed before the birth of Christ, remain intact and in good order to this day. The "North road," of Peterborough, built exclusively of gravel, raised twelve feet above the level of the surrounding country, serving alike in those old times as a military defense and a protection against the overflow waters of the river and the sea, stands to this day, as solid as when the Roman chariots first passed over it, and few repairs are ever required to be put upon it. In Spain and in France similar monuments of Roman perseverance and skill exist. The historical "Appian way" leading through Capua to Brundusium, named after Appius Claudius, in whose time it was commenced, was built nearly 300 years before Christ, and is still an object of interest for tourists.

The pavement of great cities was slower in its progress than the art of military road making. London had few paved streets until the fourteenth century, and as late as 1555 the city was generally paved or floored with slabs of wood, heavy, uneven and irregular, but still not quite so impassable as the Nicolson pavement of St. Charles avenue, New Orleans, in 1873. The great fire of London in 1666 made its way rapidly from street to street by the aid of this wooden pavement. In 1762 a paving act was passed by the British Parliament, since widely known as the "Westminster paving bill." This act compelled the corporation to pave with block stone and flag the sidewalks with the Portland slab. This system of paving was rendered necessary by the increased and increasing traffic of the city of London. Till this was done no well known member of the corporation could walk the streets without being followed by a crowd of hooting citizens, pointing derisively to their impassable thoroughfares, and calling for redress. They had not a mythical contract and an absurdly impossible suit for damages to fall back upon, and so they had to give in at last, and the Westminster bill was put into effect. The streets of London by the year 1800 began to assume a fair condition. About 1815 they were pretty generally paved, and before 1820 the streets of the entire city were clothed in granite, and remained so until the year 1840, when MacAdam was engaged to take up the square block in Regent street, which he subsequently macadamized. A similar change was made in other streets where private dwellings prevailed, the reason being that macadamized roads were easily kept in repair, and were noiseless and not so destructive to fine horses, whereas a granite street was durable, but the noise was not endurable, and the wear and tear of carriages and the destruction to fine horses called loudly for a change. In 1841 a new system of wood paving was introduced in London, the paving being of various forms, octagonal, sexagonal and square, all the styles after the first essay not exceeding eight or nine inches in diameter, the first constructed in Oxford street being fourteen inches. This system of wood pavement was found unhealthy; the wood decayed quickly, and it was consequently abandoned. Since then granite and macadamization have been the system exclusively adopted in London, Paris and the other great cities of Europe. A section or two of iron pavements was tried in London and in some other cities, but only a square or so. Iron pavement was too hard; it worked smooth with wear and rendered horses liable to fall in the most favorable weather. The very best kind of iron pavement looked like an overgrown waffle, and did not gain popularity.

In New York, up to 1818, Broadway was only paved with cobble stones, the street having holes in the centre sufficiently deep to bury your carriage up to the axletree, and instead of crossings where the streets traversed, there were gutters, and your carriage, if driven at any speed, bounded out of one gutter, then leaped into the other and out of that again into a breakneck hole. I look back to my sojourn in New York in those years with a marvel that I am alive to-day to tell the tale.

Yet even those miseries were nothing to the suffering inflicted by a journey over a wooden road when America was in corduroys; and over corduroy roads it has been my lot to travel many hundred miles in the North and West, shaken worse than Sancho Panza was in his blanket, rocked more violently than in a ship at sea in a storm, set down at the worst of inns and exposed to countless inconveniences from which, even with St. Charles avenue in our midst, we are now comparatively exempted. In 1845 Broadway was paved with what is now termed here square block paving—I suppose because it is not square. The pavement there was called the Russ pavement. The granite blocks were very large and so selected because it was supposed that they would bed better. But it did not so prove, for in 1852 the pavement had sunk in various places and was partially a failure.

After that Broadway was repaved with smaller blocks.

New Orleans, as we all know, has an alluvial soil, with a crust of soft earth of from twelve to thirty inches thick, and may be almost said to be floating on water or a soft mine. The soil is like a sponge well saturated with water, capable of engulphing, under favorable conditions, a dozen or two of cobble stones in streets where those imported horse killers are used for paving.

In those good old times, as old fossils are pleased to call them, when the *dolce far niente* prevailed, these holes were allowed to remain without repairs. It was in those *ci devant* halcyon days that a French gentleman, of some quasi enterprise, undertook to asphalt Bourbon street. The first summer sun that came reduced the asphalt to a liquid. A carman had the hardihood to drive his mule and dray over it—I mean to say into it—into the tarry liquid mine. The animal, knee deep, reared and tried to extricate itself, but in vain; he floundered and struggled, and before he could be released from his harness he fell and was smothered in the sticky mass. It is hardly creditable, but true notwithstanding, that a horse should be drowned in a street of New Orleans, a victim to an unskilled roadmaker. After that incident asphalted streets received little favor here. Of course, streets can be successfully asphalted and prove serviceable as in Europe, but, up to the Hitchcock job on Poydras street, they have always proved an abortion here.

There are various persons who claim the merit of introducing square block paving into New Orleans, and perhaps a brief summary of the facts may be interesting. The real simon pure was John Minturn, who, in 1837, paved a section of lower St. Charles street and two squares on Gravier street. The blocks were ten inches square and six inches thick. This did not stand the test. It was called Belgian pavement—why I cannot say—but it failed and was removed in 1837.

A short time after that James H. Caldwell, a member of the City Council, introduced and laid down a good, solid granite paving, and really was the first successful pioneer of granite paving in New Orleans.

In 1848, 1849 and 1850 Dennis Cronan (poor old General, now dead) paved a portion of Tchoupitoulas, Chartres and Washington streets. Nicholson (not Nicolson of the wood-paving notoriety) paved during 1849 some squares with square block of twelve, thirteen or fourteen inches square, irregular sizes, and irregularly laid. Dennis Cronan then paved Front Levee, now called Peters street—that is to say, one half was laid by Cronan and one half by Nicholson, under separate contracts. This work has since been relaid. In 1855 Mr. Louis Pilie, who was then city surveyor, very judiciously introduced here the system of laying the stones diagonally instead of across, and this system has since been fully indorsed by our present able and experienced surveyor, Mr. W. H. Bell, who has strenuously up to the present time opposed every attempt to return to the straight across system.

The first advent of Mr. Coleman as a paver with square block was in 1858, when he relaid a portion of Tchoupitoulas street, in conjunction with George Cronan.

In 1858, 1859 and 1861 Mr. Coleman and the Brothers Cronan paved St. Charles, Carondelet and a portion of Esplanade streets. The war came on, and nothing was done up to 1865 and 1866, when the former again paved one side of Rampart to Claiborne street, or Esplanade street, and after that they paved a few squares near the levee. Subsequently Mr. Coleman alone executed several contracts. But during all this time the stupid system of cobble paving was progressing, and many streets of New Orleans are still disgraced with this break neck apology for a pavement. It certainly can not be long before this miserable system, together with the mud streets, and still worse the rotten wooden pitfalls which now obstruct the traffic and retard the progress of New Orleans will be supplanted by a system of pavement more in accord with the march of modern civilization, and better adapted to the requirements as well as to the finances of New Orleans.

L. SEWELL.

Sixth District, New Orleans, August 9, 1873.

The Academy of Music.

Manager Bidwell announces that this favorite place of amusement will be opened on the eighth proximo. The first attraction will be a grand variety combination, organized and headed by the original Bobby Newcomb, to play two weeks. Following that, we are to have a taste of popular and standard comedies, performed by the regular dramatic company, carefully selected for the Academy. The stock company will embrace, among the most prominent, the names of McKee Rankin, A. H. Davenport (our Dolly), J. F. Pike, Mr. Killbourn, Mrs. Lizzie Madern, Misses Kittie Blanchard, Frankie McClellan, Alice Harrison and the wonderful little Minnie Maddern.

During the season, Lucille Western, Mrs. D. P. Bowers, Elise Holt, John Jack and others will play star engagements, beside the combinations of Lydia Thompson, Katie Putnam, Bidwell & McDonough's Black Crook; also a Humpty Dumpty troupe and Cal Wagner's Minstrels. Whatever may be the fortune of other theatres in this city, there will be no dearth of amusement at the Academy.

Frankie McClellan's Benefit.

The complimentary benefit tendered to this lady by the members of the leading amateur clubs, which has already been announced in these columns, will take place at the Varieties Theatre on Thursday evening next, and a crowded house is assured. Aside from the merits of Miss McClellan, who is a sterling actress, the entertainment will be pleasing, and one well worthy of patronage. "Who Speaks First," "The Crown Prince," and "The Comical Countess," three light and sparkling comedies, are on the bill, in all of which the beneficiary will appear, supported by prominent members of the Shakespeare Club and the Orleans Dramatic Association.

IMPROVED REAL ESTATE AT AUCTION BY THE SHERIFF.—Attention is called 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 a lot of ground, with the improvements thereon, situated in the Second District of this city, on Dauphine street, between Ursulines and Hospital streets. For particulars and terms see advertisement.

5x6=30 Smiths.

Isaac, since his interview with the professor on the blow, has developed a taste for mathematics. On noticing the departure of the family of Sixsmith for Liverpool on the steamship Louisiana, he immediately announced its incorrectness. There were J. Sixsmith, E. Sixsmith, Mary Sixsmith, Annie Sixsmith and Agnes Sixsmith. That was not a half dozen, only five Sixsmiths. It might be, though, he meditated, that they didn't reckon by dozens in that family. Five six Smiths, why that's most three dozen Smiths. If one of them is six Smiths five of them would be thirty. Can't be that there is that many of them with only five Christian names to go round. Perhaps they don't multiply so fast as that. Must be that they divide. There's Mary, she's one-sixth Smith, and Annie, she's another sixth, that's two sixths and the other three make five sixths. I'd say that must be it, if I'd known a previous instance of that character. I remember something about nine Taylors being necessary to make a swell, but that precedent don't apply. And then, where is the other sixth! The whole thing must be wrong because without the other sixth Smith there isn't even one Smith. Then how can there be Sixsmiths! But I s'pose it wont make any difference to them, for they are probably all sea-sick Smiths by this time!

Madame Anna Bishop.

Madame Anna Bishop, the great English prima donna, known in all quarters of the globe, has organized a new concert troupe, for a farewell tour of America. Her voice is pronounced as sweet and clear as of old. At no distant day we hope to hear her again in this city. At her last concert in San Francisco, recently, she sang with great effect a new ballad written for her by G. Cooper and G. Massett, entitled

LEARNING TO WALK.

Only beginning the journey,
Many a mile to go,
Little feet now there patter,
Wandering to and fro.

Trying again so bravely,
Laughing in baby glee,
Hiding its face in mother's lap
Proud as a baby can be.

Talking the oldest language
Ever before was heard,
Yet mother, you'd hardly think so,
Understands every word.

Tottering now and falling,
Eyes that are going to cry,
Kisses and plenty of love-words,
Willing again to try.

Father of all, oh, guide them,
The pattering little feet,
While they are treading the up-hill road,
Braving the dust and the heat.

Aid them when they grow weary,
Keep them in pathways blest,
And when the journey is ended,
Saviour, oh, give them rest.

The Great Rowing Feat.

Following close on the triumphant feat of rowing 485 miles in six days, from Allegheny City to Cincinnati, by Charles Zirhut, Mr. Joseph C. Cloud is making his way inside of time to New Orleans.

Starting from Philadelphia in a sixty pound double ender, fifteen and a-half feet long by three feet eight inches in breadth of beam, he has performed all his up-hill work and reached Pittsburg on the fifth instant, in less than the calculated time. Although of powerful physique, when he reached the Iron City he had to go to sleep in his boat, which he is not to leave during his journey. On the sixth, being refreshed, he resumed his sculls. The balance of his work is much less difficult. He proposes to row twenty-five miles daily, making Cairo in forty days and New Orleans in forty-eight more, which will win the wager in about 135 days, or twenty days inside of time.

The Temperature.

The thermometer at Louis Frigerio's, No. 59 Chartres street, yesterday stood as follows: At 8 A. M., 83°; at 2 P. M., 81°; at 6 P. M., 78°. Lowest point during the night of August 8, 74°. Rain August 9, three inches and one-twentieth.

SPECIAL NOTICES.

A Critical Season.—Toward the close of the warm season the long continued heat begins to tell upon body and mind. Both become exhausted and we feel instinctively that nature, after fighting a gallant battle with a debilitating temperature is drooping at last and requires to be stimulated and reinforced. This therefore, is a period of the year when a course of Hostetter's Stomach Bitters is especially useful. The immediate effect of this unequaled vegetable restorative is to strengthen the stomach, sharpen the appetite, tone and regulate the bowels and give steadiness and vigor to the nerves. As a preventive of the endemic and epidemic complaints that prevail at this season, and as a remedy for indigestion, liver disturbances, nervous debility, constipation, languor, headache and all irregularities of the bowels, this pure and wholesome vegetable tonic and alterative has no equal among medicines. aug 10 3t

Notice.—The creditors of the estate of the late John Tabor are requested to present the claims to E. W. Huntington, attorney, No. 6 Phoenix block, Carondelet street.

M. A. TABOR, Executrix.
aug 7 2t 1t 17 24 27

Southern Bank, New Orleans, July 14, 1873.—Notice is hereby given that the undersigned, owners of the old "Southern Bank" must be presented for payment within one year from the first publication of this notice at the office of the Auditor of this State, who, on receiving satisfactory proof of the publication of this notice for the year aforesaid, will surrender and transfer the bond for the payment of the said undersigned bank.

T. CARR GOSLEE.
July 14 1y

Fiscal Agency, City of Carrollton, Louisiana, Metropolitan Loan and Savings Bank, No. 6 Camp street, New Orleans.—Notice is hereby given to the holders of the Thirty-year Funding Bonds of the city of Carrollton, that the interest due thereon will be paid on and after MONDAY, the eleventh instant, upon presentation of the coupons thereto, at this bank.

T. D. VAN HORN, Cashier.
New Orleans, August 8, 1873. aug 8 1m

Notice.—A meeting of the stockholders of the Workingmen's Accommodation Bank of New Orleans will be held at the banking house, No. 6 Camp street, on MONDAY, the eighth of September, 1873, from 9 A. M. to 2 P. M., for the purpose of considering the propositions to amend the charter.

By order of the Board of Directors.

JOSEPH GENARDE, Cashier.
New Orleans, August 8, 1873. aug 8 1m

Office of the Crescent City Gaslight Company, No. 26 Camp street, New Orleans, Louisiana, July 12, 1873.—Notice is hereby given that a special meeting of the stockholders of the Crescent City Gaslight Company will be held at the office of the company, No. 26 Camp street, on MONDAY, August 11, 1873, between the hours of 10 A. M. and 2 P. M., for the purpose of submitting for the action of the board of directors, the proposition for the amendments to the charter of said company, contained in act No. 105, legislature of Louisiana, session of 1873, approved July 11, 1873.

By order of the Board of Directors.

M. CONWAY, Secretary.
jul 12 1m

Batchelor's Hair Dye.—This specimen hair dye is the best in the world. The only true and perfect dye. Harmless, reliable and instantaneous; no disappointment; no ridiculous tints or unpleasant odor. Remedies the effects of bad dyes and washes. Produces immediately a superb black or natural brown, and leaves the hair clean, soft and beautiful. The genuine signed W. A. Batchelor. Sold by all druggists.

CHARLES BATCHELOR,
Proprietor, New York.
oct 3 1y

NOTARIES.

A. HERO, JR.,
NOTARY PUBLIC AND COMMISSIONER OF DEEDS
Office No. 17 Commercial Place.

Passports procured with dispatch, and prompt attention given to all. 1y eod

FOR SALE.

FOR SALE.—STEAM TUGBOAT VULCAN, AS she now lies in Red river, near opposite Loco Landing, together with engine, boiler and all on board of her. She lies on a sand bank, and is now nearly or quite out of water. Her boiler is low pressure, eleven and a half feet long and sixty-six inches diameter; cylinder eighteen by eighteen inches. Apply to Crescent City Ice Company, No. 21 Camp street. aug

LOTTERIES.

LOUISIANA STATE LOTTERY

ON THE

COMBINATION PLAN.

DRAWS DAILY.

CAPITAL PRIZES

$6000.

$5000.

$4500.

All orders should be addressed to the Manager' office corner of St. Charles and Union streets, New Orleans.

TICKETS ONLY ONE DOLLAR;

Shares in Proportion.

Sent to any address on receipt of the price of tickets or fractions.

THE POLICY PLAN

ALSO

DRAWN DAILY

BEWARE OF BOGUS LOTTERIES.
de31 1y

DRAWING OF THE LOUISIANA STATE LOTTERY FOR AUGUST 9, 1873.

CLASS 188.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—
60	61	42	28	72	2	27	25	35	69	41	54	46	—

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

Witness our hands at New Orleans, Louisiana, this ninth day of August, 1873.

E. PERALTA
ADAM GIFFEN,
Commissioners.

BEWARE OF BOGUS LOTTERIES. au12

$300,000.

MISSOURI STATE LOTTERY.

Legalized by State Authority and Drawn in Public in St. Louis.

GRAND SINGLE NUMBER SCHEME

50,000 NUMBERS.

CLASS H, TO BE DRAWN AUGUST 30, 1873.

5880 Prizes, Amounting to $300,000.

1 prize of	$30,000	100 prizes of	$100
1 prize of	15,000	200 prizes of	100
1 prize of	10,000	300 prizes of	50
4 prizes of	7,500	600 prizes of	20
4 prizes of	2,500	5,000 prizes of	20
20 prizes of	1,000	20,000 prizes of	10
20 prizes of	500	100,000 prizes of	10
40 prizes of	250	5,880 prizes of	10

Tickets $10. Half tickets $5. Quarters $2 50.

Our lotteries are chartered by the State, are always drawn at the time named, and all drawings are under the supervision of sworn commissioners.

The official drawing will be published in the St. Louis papers, and a copy of the drawing sent to purchasers of tickets.

We will draw a similar scheme the last day of every month during the year 1873.

Remit by postoffice money orders, registered letter, draft or express.

Send for a circular. Address,

MURRAY MILLER & CO.
Postoffice box 2410, St. Louis, Missouri.
aplSeod Wkly

MEDICAL.

BUREAU OF MONADIC MEDICINE. Surgery and Midwifery, No. 10 Sterling, corner of Rampart street, near canal street.

Medical Department—Cures Palsy, Fevers, Rheumatism, Epilepsy, Insanity, Dropsy, Rheumatism, and in a few days all painful affections and inflammations of the Brain, Spinal Cord and Nerves, Throat, Lungs, Heart, Liver, Stomach, Bowels, Bladder, Kidneys, Joints, Etc. Ten dollars a week for the treatment and cure of any disease.

Surgical Department—Reduces Fractures, Tumors and Dislocations; speedily cures Impotency and Sterility, Scrofula, or Urethra and Seminal Discharges, Venereal, Scrotal and Skin Diseases, Deafness or difficult Hearing, Stricture, cured without amputation and the Bladder free from Lithotomy by dissolving stones, etc., and cures Ulcers, Cancers or Strictures without pain.

Midwifery Department—Positively cures all diseases of the Womb and ovaries, all unusual discharges, ulcerations or irritations, and when the tubes are painful or obstructed from any cause whatever, the cause is removed and health restored in a few days.

Letters addressed to postoffice box 1179, New Orleans, Louisiana, will receive attention. Office hours for ladies 9 A. M. to 12 M., and 4 to 9 P. M. For gentlemen from 1 to 9 P. M.

LADY ELDER H. EVERITT
Graduated Doctor of Medicine and Philosophy, Member Fellow of the Royal College of Surgeons and of the Hunterian Society of Medicine, Philosophy and Belles Lettres of the University of London, Building St. Andrew's and Louisiana. apl19 1y

BUSINESS CARDS.

ROCHE & M'LOUGHLIN,
Corner of Annunciation and Robin streets,
Cistern Makers and General House Carpenters and Jobbers.
All work done with promptness and dispatch. Reliable and expert mechanics; we guarantee to give satisfaction and honest work at the lowest prices. aug 3m

CHARLES HEINTZ,
AGENT FOR
PHŒNIX BREWERY,
LOUISVILLE, KY.
No. 102 Tchoupitoulas Street.
Meet from the Brewery always on hand and for sale the best Bottled and Draught Lager Beer. jy 1 1y

P. A. MURRAY,
CISTERN MAKER,
No. 191 Magazine street, between Julia and St. Joseph streets.
DIPLOMAS AWARDED IN 1872 AND 1873.
Cisterns made to order and repaired. All work warranted. A lot of cisterns, from 1 to 10,000 gallons, made of the best material and workmanship, kept constantly on hand and for sale at prices to suit the times. Orders promptly attended to. mh 1 1y

L. GERTEIS, AGENT,
GUNMAKER,
DEALER AND DEALER IN FIREARMS,
Ammunition of Every Description
AND SPORTING AND FISHING TACKLE.
No. 130 Common street.
Special attention paid to altering muzzle to breech-loaders and repairing firearms of all kinds. jal 1y

OFFICIAL NOTICES.

NOTICE.

MAYORALTY OF NEW ORLEANS,
City Hall, August 9, 1873.

IN ACCORDANCE WITH THE PROVISIONS OF ordinance No. 2262, Administration series, public notice is hereby given that it is the intention of the city to cause Poydras street, from Front to Delta streets, to be paved with square granite blocks, and to place iron bridges at the intersections.

au10 10t LOUIS A. WILTZ, Mayor.

PROPOSALS.

CENTRAL DEPARTMENT,
Metropolitan Police,
New Orleans, La., August 9, 1873.

PROPOSALS WILL BE RECEIVED FOR THIRTY days from the date hereof, for the purchase of the Police Steam Tugboat TWO BROTHERS, now on duty at the Harb