New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, FEBRUARY 6, 1874.

Smoking is allowed in the Kentucky Senate chamber.

A butcher who was robbed complains that he has lost flesh.

Barney Williams threatens to build a theatre in Philadelphia.

Life insurance companies decline to take a risk on Laura Fair's sixth husband.

Saratoga has a Bible Society. A thing very different from its summer society.

The Maries are the most amiable of their sex because they are the easiest Mollified.

A man who buys bacon needs decision of character. He must take sides somewhere.

Jefferson Davis has no recollection of Caleb Cushing, or of the letter written by him.

The Boston *Globe* says the birthday of Robert Burns is more celebrated than his poetry.

If words were bullets there is a man in the Legislature who might rent himself for a mitrailleuse.

There is nothing gained by paying for codfish when you buy it. It will be sent you C. O. D.

In 1873 New York exported 20,000 barrels of shoe pegs. Their use will cause a driving business somewhere.

The beloved of the Almighty are the rich who have the humility of the poor, and the poor who have the magnanimity of the rich.

Any young man who can catch a frozen potato on the fly can go on the lecture platform in Indianapolis.

The *Red River News*, published at Natchitoches, says: "The authorities of the city are at work on the ditches."

The crop of beet root sugar in Europe in 1872-3 was 1,125,000 tons, and the crop of the present season is estimated to be 1,250,000 tons.

The Governor of Utah makes the startling announcement that there is no one in that Territory authorized by law to unite persons in wedlock.

Joaquin Miller says William Cullen Bryant is undoubtedly America's second greatest poet. Modesty forbids him to mention her first verse carpenter.

More than half the students in the new California University support themselves by manual labor, and they believe themselves able to do so after graduating.

From the New York *World* we learn that Mrs. Marie Antoinette Nathalie Pollard, widow of the historian of the "Lost Cause," is on her way to this city on a lecturing tour.

Mr. Isaac Cobb, of Portland, Maine, is engaged in preparing for publication a geneology of the Cobb family in New England, and solicits correspondence on the subject.

New Jersey boasts that the murderers recently hanged there had a brain weighing three ounces more than that of William H. Seward. Moral—It is better to be hung in Jersey than to live elsewhere.

It is a mistake to expect to receive welcome, hospitality, words of cheer and help over rugged and difficult paths in life, in return for cold selfishness, which cares for nothing in the world but self.

The Mobile *Graphic* reports a rumor to the effect that Colonel John Forsyth, of the Mobile *Register*, will shortly relinquish the position that he has held for many years with honor, for the purpose of becoming editor of the New Orleans *Picayune*.

Disraeli is accused of plagiarizing his famous epigram in the address he delivered at Manchester, lately. He referred to the occupants of the treasury bench as a row of extinct volcanoes, and the *Lutheneum* shows that John Wilkes, the famous agitator, called himself an extinguished volcano years ago.

A wealthy London firm of four brass founders has just dissolved partnership. Three of them could not sign their names, and have always put their cross to the firm's documents. "If they could have used their pens well," remarks the *Court Journal*, "they might have become government clerks at fifteen shillings a week."

At ten o'clock this day, at No. 121 Canal street, near Bourbon, Placide J. Spear, auctioneer, will sell, for account of the bankruptcy of J. G. Bermel, fancy articles, walking canes, silk umbrellas, parasols, hair and clothes brushes, ladies' and gentlemen's underwear and furnishing goods, human hair, etc. Sale positive and without reserve.

A Wilmington (Delaware) man has an acre of peat meadow which his predecessor ten or twelve years ago set out with cranberry vines. Two years ago he sold the crop of berries for $1000. Last year the crop realized him $1200, and this year $1500. The land on which they were grown, without the cranberry vines, is worth about $20 an acre.

The Peoria *Review* says: "The panic has developed the usual result. It is publicly announced now, 'you may wear your old clothes to dances' in Peoria. Joy! joy! and we can go to hear Kellogg in our linen dusters and slippers, and let our legs hang over the gallery parapet, and be comfortable. Let us rise and sing."

Poor Artemus Ward, with all his cleverness, was a very modest fellow. He used to say privately, "Nobody knows any better than myself how little I amount to. But if people insist on being such fools as to pay me handsomely for playing the fool, I am not such a fool as not to take the fools' money. A fool and his money, according to the proverb, are soon parted, and, according to the fact, I am the parter."

Letters from Rome state that the progress is being made with the statue of Mr. Seward, which is under construction in the hands of Mr. Randolph Rogers. The statue, which is in a sitting posture, will reach a full height of sixteen and a half feet, and will cost $25,000, which has been already all subscribed. In the spring of 1875 the statue is expected to arrive from Rome, when it will be placed in Central Park, New York.

THE CITY SCHOOL FUND.

Superintendent Boothby and President Dibble presented some facts to the school board on Wednesday night, which are of a startling character, and not very satisfactory to the friends of popular education. Yet they spoke of actual facts as they exist, and their testimony is strengthened by the high character of the two gentlemen, both personally and officially. The purport of their remarks was that a system of almost niggardly economy is necessary to hold the city school system together much longer. The pay rolls are more than four months behind, the board owes debts amounting to one hundred and fifty thousand dollars, with a prospect of a like deficiency next year. Mr. Boothby at the same time stated that the cost of education per pupil is as low as the average in the United States. This shows that unless one or the other of two things is done, the school board will soon be bankrupt:

1. We must increase the resources of the directors, or—

2. Reduce the expenditures within the means, even if this has to be done at the expense of the most vital interests.

In considering the first point, we are required to ascertain the amount of tax necessary to raise funds to carry on the schools. We have already such an estimate, formulated into a law. A tax of one-forth of one per cent has been imposed, by direction of the Legislature. This tax on the city assessment of one hundred and thirty-six million dollars, would raise, if fully collected, three hundred and forty thousand dollars, which, with the State apportionment of say, one hundred and twenty-five thousand dollars, would give a total fund, available for school purposes, of four hundred and sixty-five thousand dollars, which would be sufficient. The State has performed its part faithfully. The Administrator of Finance, who is the treasurer of the school board, reports having received from the State, $123,775, while only $178,703 has been received from the city, which is but a fraction more than one-half the amount authorized. The delinquent list thus amounts to $161,296, which, if collected, would relieve the school board from the pecuniary embarrassments which now beset the system. With debts due by the board to the amount of nearly one hundred and fifty thousand dollars, and no reliance for the future except the chance of collecting the delinquent taxes, the superintendent and president are fully justified in raising the cry of alarm. As officers they can not address themselves to the paramount powers of the State. They are employed to execute the laws as they find them, and are necessarily restricted by the presumption which exists that service is to be governed and limited by the means furnished. But it is the duty and right of every citizen well disposed toward education, of every Republican who understands and sustains the principles of his party, to ask from the proper power relief in the obvious way. If, for instance, public opinion here sustains the delinquent taxpayers to such an extent that but little more than fifty per cent of a legal levy can be collected, it will become necessary to ask for a raise. Half the people who owe school taxes have paid. But it is either popular to sympathize with those who have not, or else many who have discharged their duty deem their part already sufficiently well performed, and fall into a condition of indifference as to whether their neighbors pay or not. But a half collected tax of one-fourth of one per cent is equal to a full paid levy of one-eighth, which, it is seen, is inadequate for the purpose. We are satisfied the present levy for school purposes is quite sufficient for the purpose if faithfully collected, but as it is not, it is only half enough, and a further demand upon those who pay is the only relief that remains to be asked for.

This is a consideration which addresses itself to the grave consideration of every taxpayer. We do not mean by this term those anonymous persons who are so prompt to rush into print, but are never seen in a tax collector's office, but those citizens who promptly respond to all proper calls made upon them. When they obtain their tax receipts they generally consider the account closed, and do not interest themselves in what others do. This general tendency to apathy may be convenient enough for the time being, but when it comes back in the shape of increased burdens, it is time to shake it off. If one-half refuse to discharge their duties, it devolves on the other moiety to do it for them. And if men can shirk from year to year with perfect impunity, without even incurring a bad name among their neighbors, they are pretty sure to keep it up. But duty is inexorable. Old debts have a habit of coming in at unpleasant seasons. Like the spot on Lady Macbeth's hand, they will not "out." No one is interested in increasing the rate of taxation. But every man who permits, by his inaction, others to evade their duty assists directly in forcing such a result. We do not wish to ask the Legislature for an addition to the burdens of taxpayers to cover the deficiencies of delinquents, but the duty of supporting the public schools is imposed upon us by the constitution, by every consideration of propriety and humanity, and we ought to discharge it to the best of our ability and employ every means placed in our reach for that purpose.

The system of popular education has numerous enemies, who are imbued with all the traditional enthusiasm of opponents. It behooves its friends, therefore, to be vigilant, and see to it that no specious excuse is allowed to defeat the execution of the law. What with endowments with trust funds and the donations of Congress, there should be a magnificent heritage intact for our public schools. But one-third of all that has been given has been eaten up in law charges and the exorbitant fees of fancy counsel, while hundreds of thousands of dollars have been loaned to promote an illegal and unholy purpose. It is no substitute for the loss of these values that we are offered a nominal annual sum of three hundred and forty thousand dollars, from which it is difficult to realize more than one-half. This is an evasion of a constitutional command, a duty imposed upon the Legislature and every citizen in the State by the supreme sovereign authority. The city contains from twenty-five thousand to thirty thousand children who have rights in the public schools. About twenty thousand of these are in daily attendance. Their education has been ordered by the people, and the means to enforce this order placed within the reach of the ruling powers. Let them take care that they do not neglect to employ them. If we tamely submit to a half a loaf this year we will be called upon to defend the other half the next, when there will be no other source to look to for support than the State treasury, which can only be depended upon for about the amount per annum received from it last year.

In this connection we may suggest that Mr. Chadbourn should add to his compulsory education bill a clause to compel the collection of the school tax. A measure of this kind would be better than an increase in the tax levy, and one of the other seems to be inevitable.

OUR ST. LOUIS TUTORS.

When Chicago banters St. Louis upon the fogyism of her ideas or the dilatory manner in which she builds bridges, St. Louis vents upon New Orleans the second-hand censure of her commercial superior. To be thus snubbed by a snob is pretty hard to bear, but having supped a good deal of subjugation straight, in our time, we bear it with Christian forbearance.

We have expressed certain opinions about the course of trade, which, though established axioms in Chicago, are terrible novelties in the city "under the bridge." These our tutors, fresh from the snub of Chicago, treat with great contempt. We affirmed that mere economy of transportation does not determine trade, but that it pursues the way most rapid and certain of consummation. Is not this true? If not, why did New Orleans export last year less than ten thousand barrels of flour coastwise, and less than twenty thousand barrels to Europe, while Eastern ports exported more than two million barrels of flour to Europe? The Mississippi is the cheapest route, and yet St. Louis sends her flour to New York to-day by rail to be shipped thence to the West Indies? We refer to the Mississippi Transportation Company for this fact. Why does not the grain come to New Orleans? Why has St. Louis tunneled her streets and bridged the Mississippi to carry produce East, but for the operation of the principle stated. Our Gamaliel of the St. Louis *Democrat* explains to us that St. Louis does not ship her grain this way because we do not provide the ship to take it away. That may be true, but it proves our doctrine, that the quality of certainty is of more consequence than mere economy of freight accompanied with delay. We have always contended that the river and ocean transportation should be so connected that Western produce should be sent on through bills. This is now difficult, because the shipping that comes to our port is intended for cotton, and will not take full cargoes of grain. There should be a special line or lines for corn, which will take the cargo from the barges, and so give a shipment on a through bill the quality of speed and certainty so essential to modern commerce. So important is this point of "terminal facilities" that the American Cheap Transportation Association have appointed a special committee in regard to it.

We may add to the points of explanation which our tutors are respectfully requested to solve, the importation by St. Louis of goods from Europe and New York by rail instead of coastwise and by steamer? The foreign imports of New Orleans have not increased materially since the war. Taking into consideration the increased price of imported goods, there is no evidence that it has increased at all. New Orleans imports annually from twenty to twenty-one millions of dollars worth of foreign goods. New York imports nearly four hundred million dollars. We have no doubt the Mississippi is the cheapest route, yet St. Louis and Cincinnati can get their foreign goods in eight or ten days less time by rail than by water, and so St. Louis, the great patron of the Mississippi, exports her provisions over Eastern railroads and through Eastern ports, and imports her foreign goods the same way. St. Louis is so much bent upon bridges that she makes a bridge of our nose. We do not complain that she should do so, but we ask why she does it? Her explanation will be found in the laws of trade which we have stated. The tenor of our argument is to show that while St. Louis crosses the Mississippi and Cincinnati crosses the Ohio, and deals with the East by rail for the greater part of their foreign exports and imports, there is a trade of infinite value to both these cities, which combines both economy and certainty. It is the grocery and provision trade with Brazil, Cuba, and all South and Central America. For this invaluable trade the Mississippi affords the cheapest, most direct, and most certain way of communication. Our St. Louis mentors, then, should not quarrel with the facts which we have announced. But they should consider them with courtesy and attention. 1. There should be a close connection between the river or rail lines from St. Louis to New Orleans and the ocean shipping. 2. St. Louis should procure a reduction of foreign duties on Western provisions in the ports of the tropical countries. This policy will give to St. Louis a permanent consumer which can never be taken away from her. However much she may ridicule those who attach no capacity to the European market to consume the corn surplus of the West, or to take any Western manufactures at all, yet both those facts are demonstrable. We show our appreciation of the energy and productive power of St. Louis when we say that she demands the market of an entire continent. Yet, when Benton was ridiculed for seeing China through a gap in the Rocky Mountains, we are content to be contemned because we see the products and wares of Missouri sold in Valparaiso and Rio Janeiro. To command this trade will require steam direct between St. Louis and those extreme points, with a transfer, of course, at New Orleans; and this trade, whether visible or not to our tutors of St. Louis, will soon be the great relief of the Grangers, and the market in which the manufacturers of St. Louis will undersell the world.

A POSSIBLE EXCEPTION.

All general rules have exceptions, and are supposed to be proved by them in some mysterious manner. But there may be too much proof to be agreeable sometimes. We have a case in point. We believe in the saying that nothing is lost by politeness and courtesy. Perhaps one may sometimes be victimized slightly, however, in which case he must look for his reward in his own conscience. We have been guilty of an excess of courtesy, which compels us to apologize to our readers. It came about in this wise:

The manuscript of Governor Kellogg's reply to the protest of the New York bondholders was sent here last night, with the request that it be put in type and a proof obtained. Like most of the great statesmen of the day, the Governor distrusts his ability to commit his sentiments to paper upon first impression, and consequently invariably wants a proof, and sometimes one with a very wide margin. Well, a proof was given, or rather a revise, for we had some experts working on the reply for an hour or two, and while the foreman was about it, it was thought just as well to have three, as it would not cost any more to anybody except the establishment that furnished the paper, ink and type, and employed a man to run the proof press. Besides, it was an important document, and had been hastily written. These were additional reasons why there should be three proof sheets. So they were given. In the meantime we were politely requested not to publish the document until the proof came back, as it was very important that there should be no mistake, all of which we acceded to. Now comes the joke. The *Times* and *Picayune* yesterday evening came out with this famous reply in extenso, copied from our proof sheets. Thus, it seems that our courtesy, type, ink, men, skill and all the other materials necessary to conduct a first class printing business were invoked and made use of for the purpose of putting an important document in such shape that our contemporaries could copy it without blunders. This we concede was a necessary precaution. But we dislike to be compelled to apologize to our readers for tardiness in publishing an important matter of news until after our enterprising neighbors have laid it before the public. And more especially do we feel aggrieved at the fact that we were put to the trouble and expense of putting it in proper shape without being permitted to reap the fruits of our enterprise. We trust such an accident will not occur again very soon.

ANOTHER RIVAL.

Another rival to the Fort St. Philip canal has appeared in the new railroad opened from the Ohio river to the Chesapeake. It traverses one of the best coal fields of the Union; crosses the Alleghanies with a maximum grade of under fifty feet to the mile, and connects the Ohio by a line of only 423 miles, with York river; a harbor and roadstead better than that of New York. This line is parallel with the projected route of the Alleghany canal, and is a far more formidable bidder for Western trade than a canal which would cross the mountains at an altitude of more than fifteen hundred feet above tide, and which, from locks and lifts, would involve a delay of transportation that modern commerce will not bear.

It does not do to sneer at the rivalry of a railroad, for although it be contrary to all the equations worked out by all the professors, the railroads carry in competition with water lines. It may be "funny how they do it, but they do." We explained a short time since that the Baltimore and Ohio railroad carried nearly as much tonnage for Baltimore as the Mississippi river does for New Orleans. When we add that the New York Central carries 4,393,465 tons, the New York and Erie 5,564,274 tons, and the Pennsylvania Central 7,844,779 tons, it will be seen that the river tonnage to New Orleans, which we estimate at about one million of tons, scarcely equals one-fourth of the commerce of either of these railroads. The comparison of values and travel moved by the modes compared would show even a greater difference against the Mississippi, since the merchandise, treasure and travel movement between the most popular sections, are conducted by the routes named. We therefore repeat that a railroad which shortens the transit between Western and ocean waters by nearly one-third over any route now working, or which is indeed practicable, is the most formidable rival that has yet appeared to the Mississippi. When our St. Louis friends shall remember that the five principal railroads, mentioned with the New York canal, are competitors among themselves for our trade, and that their competition among themselves is a common and conjoint competition against the Mississippi, they will perhaps see the folly of advocating the scheme by which Professor Eads proposes to control the Mississippi river by a plank paling, and apply to the representatives in Congress of the railroads and cities mentioned to keep up and extend the palings.

But the claims of this Virginia railroad are addressed to St. Louis herself, and she is advised to put on steamers and barges to transport her grain down the Mississippi and up the Ohio to the Chesapeake and Ohio Railroad. It is argued that it will be cheaper, more direct and safer than the Mississippi. Mr. W. C. Cabell, who addresses this argument through the St. Louis *Republican*, even persists in objecting to the "deleterious influences from a moist, warm climate, so fatal to most of the products of the West, if no unavoidable or accidental delay occurs in forwarding from New Orleans." This the St. Louis *Republican* publishes without contradiction.

Such is the formidable competition now organized against the Mississippi. It becomes more serious when we find St. Louis approached with inducements to move her grain across the mountains rather than by the natural route to the sea. The proposal of Mr. Eads to occupy the mouth of the Mississippi for some years with an experimental work plays into the hands of the railroad rivals. During this period there may have grown up such a consolidated control of the Western trade as that the mouth of the Mississippi will be regarded as an outlet only useful to carry cotton to New York. When such a result arises St. Louis will have other ways of commerce, while the only one that New Orleans can possibly employ will remain undeveloped.

We apprehend, therefore, that what with the dissension among the friends of our outlet improvement and the developing opposition of rival routes, our prospects are not as promising as we could wish.

If St. Louis persists in pursuing this policy of dictation, the consequences must fall principally upon New Orleans. We, therefore, again appeal from a course which has become not merely unjust, but ungenerous, and adjure the press and people of St. Louis to support the ship canal first, and upon its failure they may try any and every other experiment which it may enter into the imagination of any engineer to conceive or of her ambition to execute.

THE PARK PROPERTY.

We are glad to learn that the mortgage notes on the new park property, amounting to $65,340, were promptly paid by the Park Board at maturity on the fourth instant. A little more vitality in the board, just sufficient for a drive through the grounds, and a little care for the trees and existing drains, would be highly appreciated by the community.

Nature has done so much for the property that a comparatively trivial sum will make it a delightful resort for our school children, picnics, citizens and strangers.

RESOLUTIONS.

NEW ORLEANS, February 5, 1874.

At a meeting of the Steamship and Ship Agents' Association held this day, the following preamble and resolutions were unanimously adopted:

WHEREAS, A bill is now pending before Congress having for its object the protection of works of improvement at the mouth of the Mississippi river; and

Whereas, We consider the passage of said bill will be detrimental not only to the commerce of the United States but the whole world, in this, that it places power in the hands of one officer of the government to prevent the ingress and egress of tonnage seeking this port and practically establishing a toll gate at the mouth of the outlet to the sea, subjecting the commercial marine to delays, and in case of a corrupt agent of the government to extortion; therefore

1. Be it resolved by the Steamship and Ship Agents' Association, That our Senators and Representatives in Congress be and are hereby requested to use their best efforts to defeat this bill, injurious in our opinion to the commercial interests of our city and state, as well as to the shipping interest at large.

2. That these resolutions be published and copies forwarded to the Representatives and Senators from this State now in Washington.

G. A. FOSDICK, President.

FRANK M. HALL, Secretary and Treasurer.

fe6 2t 2p

127.....CANAL STREET.....127

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HOLIDAY IMPORTATIONS.

I am selling, at greatly reduced prices the stock remaining, specially imported for Christmas and New Year holidays, consisting of

TOYS! TOYS! TOYS!

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The largest stock on hand ever imported into the city.

Buttons and Button Moulds, Trimmings, Fringes, Ribbons, Silk and Buckskin Gloves, Neck Ties, etc.

Candies, Fruits, Chocolate.

Only a small lot of the favorite French Candies, Preserved Fruits and Jellies left, and a few cases of chocolate, in cakes and drops, from the celebrated manufactory of Societe Colonial, Paris.

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ja30 1m W. S. BOWMAN, Agent.

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SILAS WEEKS,

THOMAS A. IRVINE.

New Orleans, February 2, 1874. fe1 6t

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HENRY LAGAS, Assistant Cashier.

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LOST.

LOST—A CERTAIN PROMISSORY NOTE FOR $390 60, drawn by F. Maheir, Lobdell's Store, to the order of G. H. Stewart, and by him indorsed in blank, dated New Orleans, March 14, 1873, payable October 1, 1873, at the office of Messrs. Lehman, Abrahams & Co. The finder will please return said note to its owner at No. 56 Chartres street. fe4 3t

LOST OR MISLAID—A DRAFT FOR $294 50, drawn by B. Olle on A. Boucher, of this city, dated New Orleans, December 29, 1873, to the order of J. L. Nevers, and by him endorsed, and made payable at thirty days sight. Which draft was protested for non-acceptance on the thirty-first of December, 1873, by Joseph Grainilier, notary.

The payment of said draft having been stopped, the public is cautioned against negotiating the same. fe4 3t

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oc12

WANTED.

A RARE BUSINESS OPPORTUNITY.—The undersigned, representing a very large Manufacturing Company, with reputation thoroughly established, visits this city for the purpose of forming a business connection with some energetic party having a cash capital of from $3000 to $10,000. To such party I am prepared to offer superior advantages in a pleasant, permanent and lucrative occupation. For particulars call on me or address me at No. 78 Gravier street.

fe5 5t* E. S. DEANE.

WANTED—TO RENT—A FINELY FURNISHED, airy and commodious bedroom, parlor and diningroom, with kitchen and pantry attached, on the second floor, fronting the street, with large verandah. This is a rare opportunity for a family wishing to keep house, and to a permanent tenant will be rented very low. Apply at No. 241 Julia, between Baronne and Dryades streets. de14

MISCELLANEOUS.

TO LEVEE CONTRACTORS.

Proposals will be received at the office of the Louisiana Levee Company until TUESDAY, February 10, at 12 M., for building the following levees, viz:

Hog Point, Pointe Coupee parish.
Pointe Coupee, Pointe Coupee parish.
Newcomb, West Baton Rouge parish.
Evergreen, Iberville parish.
Sunnyside, Iberville parish.
Babin, Iberville parish.
Sigeneaux, Iberville parish.
Point Clear, Iberville parish.
Brown's Store, Iberville parish.
Allen Thomas, Ascension parish.
Legare, Ascension parish.
Robinson, St. James parish.

Plans, profiles, specifications and terms can be ascertained at the office of the company.

The company reserves the right to reject any and all bids. THOMAS L. DIX,

fe4 6t Secretary and Treasurer.

THE GREATEST BARGAIN YET.

POSITIVE LIQUIDATION.

GODCHAUX

SELLING OUT

MEN'S AND BOYS' CLOTHING

AND

FURNISHING GOODS

AT COST.

LEON GODCHAUX,

Nos. 81 and 83 Canal street, and

213, 215 and 217 Old Levee.

Call and examine. ja23 1m

CLOTHING.....CLOTHING

At No. 132 Camp Street.

John Mullan, auctioneer and dealer in all kinds of ladies and gentlemen's second hand Clothing, Guns, Pistols, Watches, Jewelry, etc. Ladies and gentlemen having a surplus wardrobe to dispose of, should consult the undersigned. All business communications strictly private. Auction every Saturday. JOHN MULLAN,

ja14 eod No. 132 Camp street.

PARISIAN MANUFACTORY

OF

DRESSES, BONNETS AND LADIES' UNDERWEAR

SCHWARTZ & CO.,

75.....Chartres street.....75

Every description of Ladies' Underwear made to order in the latest Parisian styles and at the lowest possible prices. ja15 6m

ALEXANDER HAY. WILLIAM MEHLE.

HAY & MEHLE,

COMMISSION MERCHANTS,

For the purchase, sale, forwarding and shipment of

Hides, Wool, Leather, Beeswax, Tallow, and Tanning Materials,

Nos 43, 45, 47, 52 and 54 Common street,

OFFICE, NO. 120 NEW LEVEE.

de17 3m

THE LABORING, HOMESTEAD

AND

CO-OPERATIVE ASSOCIATION

OF

Louisiana.

OFFICERS.

ARISTIDE GERARD, President.
EMILE DEBUYS, Vice President.
DUSUAU HALPHEN, Secretary.
ELGER LAUVE, Treasurer.

BOARD OF DIRECTORS.

JULES TUYES, JEAN LANGLES,
ALPHONSE TERTROU, WILLIAM B. SCHMIDT,
J. CYPRIEN RICARD, EMILE DEBUYS,
CHARLES NATHAN, ARISTIDE GERARD,
DANVILLE L. KERNION.

COMMITTEES.

Organization—E. DEBUYS, J. TUYES, C. NATHAN.
Finances—A. TERTROU, J. TUYES, D. L. KERNION.
Lands and Farms—A. TERTROU, D. L. KERNION, A. RICARD.
Co-operative Stores—W. B. SCHMIDT, E. DEBUYS, J. LANGLES.
By-Laws—E. DEBUYS, J. TUYES, CHARLES NATHAN.

Office of the Association—Stanton Building foot of Canal and Common streets. de16 3m

MARSHAL'S MONITIONS.

James Mason et al. vs. Bark Richmond.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,340.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and take into my possession—

THE BARK RICHMOND, now libeled by James Mason et al., for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States, for the district aforesaid, to be holden at the city of New Orleans, on the third Monday of February, 1874, to show cause, if any they have or can, why the said bark should not be condemned and sold agreeably to the prayer of libelants.

United States Marshal's office, New Orleans, January 20, 1874.

S. B. PACKARD,

ja21 2t 6t 15 United States Marshal.

Charles H. Walker, Owner of Steamboat Ida, vs. Steamboat Iberia.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 9,351.—In obedience to an admiralty warrant to me directed in above entitled suit, I have seized and taken into my possession—

THE STEAMBOAT IBERIA, her tackle, machinery, tackle, etc., now libeled by Charles H. Walker, owner of the steamboat Ida, for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States, for the district aforesaid, to be holden at the city of New Orleans, on the first Monday in March, 1874, to show cause if any they have or can, why the said steamboat Iberia should not be condemned and be sold agreeably to the prayer of libelant.

United States Marshal's office, New Orleans, January 2, 1874.

S. B. PACKARD,

United States Marshal.

M. Popovich vs. Sloop Torpedo.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,236.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—

THE SLOOP TORPEDO, now libeled by M. Popovich, for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States for the district aforesaid, to be holden at the city of New Orleans, on the third Monday of February, to show cause, if any they have or can, why the said sloop should not be condemned and sold agreeably to the prayer of libelant.

United States Marshal's office, New Orleans, January 21, 1874.

S. B. PACKARD,

ja21 2t 6t 15 United States Marshal.

James Paul vs. the Barkilex and Cargo.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,343.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—

THE BARK ILEX AND CARGO, now libeled by James Paul for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a district court of the United States for the district aforesaid, to be holden at the city of New Orleans, on the third Monday of February, to show cause, if any they have or can, why the said bark and cargo should not be condemned and sold agreeably to the prayer of libelant.

United States Marshal's office, New Orleans, January 20, 1874.

S. B. PACKARD,

ja21 2t 6t 15 United States Marshal.

Edward Morrison et al. vs. Steamboat Lottie.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,350.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—

THE STEAMBOAT LOTTIE, her tackle, apparel, etc., now libeled by Edward Morrison et al., for the causes set forth in the libel now pending in the District Court of the United States.

And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States for the district aforesaid, to be holden at the city of New Orleans, on the first Monday of March, 1874, to show cause, if any they have or can, why the said steamboat should not be condemned and sold agreeably to the prayer of libelants.

United States Marshal's office, New Orleans, January 29, 1874.

S. B. PACKARD,

ja30 fe11 22 mh 4 United States Marshal.

Meacham & Farnham vs. Tramontana & Co.

IN THE UNITED STATES CIRCUIT COURT, for the Fifth Circuit and District of Louisiana, No. 1,852.—By virtue of a writ of fieri facias to me directed in the above entitled suit, I will proceed to sell to the highest bidder, on SATURDAY, February 7, 1874, at twelve o'clock M., at the entrance to the Customhouse, on Canal street, in this city—

THE INTEREST of Mrs. Louise Pace, widow of Rosalino Tramontana, in and to a certain tract of land, situated in the parish of Orleans, on the right bank of the Mississippi river, below Algiers, having two arpents front on said river by forty arpents deep, bounded by the property of Peter Marcy above and Adrien Cassard below, being lots Nos. 14 and 15 on plan of Benjamin Buisson and known as the Grove plantation.

Seized in the above suit.

Terms—Cash on the spot.

United States Marshal's office, New Orleans, January 2, 1874.

S. B. PACKARD,

United States Marshal.