

New Orleans Republican OFFICIAL JOURNAL OF THE UNITED STATES

NEW ORLEANS, MARCH 10, 1914. The land for babies—Lapland. A lecturer on dentistry illustrates his subject by drawings.

Pennsylvania is to have a "Home for Aged Printers." The Western crusaders make it war-rum for liquor dealers.

A Cincinnati sausage maker has linked his fortunes with a packer's fair daughter.

A Western Granger has written to his Representative in Congress for Mardi Gras seed.

Sailors prefer three masted ships to those with two masts, because no man can serve two masters.

In less than a century the whole arable land in the United States will be taken up by actual settlers.

The circle of female crusaders perplexes ex-President Johnson. He sees no chance of swinging round it.

Constant Mayer, a New York artist, is painting a life-size portrait of Lieutenant General Phil Sheridan.

The Wisconsin Legislature has passed a bill making heavy reductions in railroad passenger and freight tariffs.

A colossal bronze statue of John Bunyan has been cast. The statue is a gift of the Duke of Bedford to the town of Bedford.

A medical correspondent of an English journal says that cases of rheumatism and gout can be cured by the free use of asparagus.

Colonel Nelson H. Miles, of the Fifth Infantry, has been substituted for Major General McDowell on the Howard court of inquiry. The court reassembles to-morrow.

Dr. Josiah Simpson, one of the oldest officers of the medical corps of the army, died in Baltimore on the third instant. He performed active duty in the last three wars.

A favorite song of the temperance ladies out West is, "Shall we gather at the river" and the response of the saloon-keeper in every instance is, "By all means. Start now."

Wendell Phillips is reported to have cleared by his lectures over \$100,000. With the exception of Gough and Beecher, he is the most popular public speaker in the country.

The following astonishing piece of philology is traveling through the newspapers: "The word husband is composed of two Anglo Saxon words, hus and bond, meaning house and bond."

Merimee says in one of his letters: "I don't like relations; you are obliged to be familiar with people you never saw, just because they happen to be sons of the same father as your own father."

The True Kentuckian says that "from all parts of the country we have the most gratifying accounts of the wheat, which never looked better at this season of the year, and farmers predict a splendid yield next harvest."

Miss Jean Ingelow is most of her time engaged in taking care of her mother, who is very old and infirm, so much so as to hinder the preparation of her new novel, which, it is said, will be the most entertaining of her productions.

The Washington National Republican accuses one of the laborers employed by the sergeant-at-arms of the Senate with using a committee room for immoral purposes, and is very indignant there. We argue: Laborers at the Capitol should not be denied such privileges.

The New York Herald believes Anthony Trollope to be a man whose religion is that the universe was constructed for the purpose of providing him opportunities of relating, through innumerable chapters, how two men, in either of which is certain she don't love.

That magnificent piece of official littleness, Rear Admiral Case, of the United States navy, after inviting a large number of newspaper men aboard of his fleet to witness the manœuvres of Key West, incidentally trundled the whole lot of them ashore last Thursday because they gave too much credit for the affair to Commodore Parker in their reports.

The published plan of the Western scientist for producing rain is to "elevate a copper wire by a balloon, or other means, until the upper end reaches the clouds," hitch the lower end to a railroad track, and send up currents of electricity. All a farmer has to do for a safeguard against drought is to buy a balloon, three or four miles of copper wire, a battery, a railroad, and some gas works.

A Colorado paper has this graphic description of a recent game of poker played in one of the mining towns of that Territory: "Mr. Graves held a 'king full,' and Mr. Walker rejoiced in three aces, and raised to four aces, claiming the stakes, whereas Graves drew a six-shooter and reckoned his hand was the best. Walker supplemented the four aces with a bowie knife. There was enough in the 'pot' to purchase two handsome coffins."

Attention is called to the announcement in another column of a sale to take place to-day by the sheriff of the parish of Orleans, at No. 171 Poydras street. The sale embraces a stock of merchandise, and a large amount of notes, accounts, bills, and assets of various kinds. Some good bargains may be had undoubtedly at most reasonable rates, and all who desire to make an investment of the kind announced would do well to attend the sale.

The frivolous New Orleans paper, which published to the world the startling sensation that 5000 people in our midst were on the verge of starvation, is rewarded by comments like the following item found in a Western exchange. "Advice from New Orleans represent that city, so lately the scene of the royal and magnificent festivities of Mardi Gras, to be threatened with famine. An unusual amount of destitution exists, and investigation has shown that the demands on the numerous charitable institutions are so great that they can not be met from want of the necessary funds."

THE NEXT CAMPAIGN. It is in truth very early to call the attention of the constituency to the conduct of some among their representatives in the late Legislature, yet while events are fresh and impressions spreading, it is a duty to remind the Republican people of some truths which, if neglected, may prove of very serious consequence to them hereafter.

The late Legislature will receive its honors as a body, but there are some responsibilities which are strictly individual, and should be borne by and saddled upon the offender.

The chief economy effected by the Legislature has been in abating the face of the public obligations by nearly half their amount. There were some reforms proposed in the rates of fees paid by litigants to sheriffs and clerks. These reforms, we regret to say, were lost. Why such a palpable oppression should have been allowed to continue—why such an election fund, to be used against the Republican party, should have been replaced in hands that so well know how to employ it—are questions which individual members must explain. Their constituents will know the terrible significance of this defeated reform when it will be, perhaps, too late to repair it.

There were some reckless items of appropriation offered, some of which passed, to the discredit of those who voted for them. In the latter case there was one creating and compensating a corps of House pages, about eighty in number. Do our readers understand what a page is? Very much what the little colored boys used to be twelve or fifteen years since, employed to carry notes and parcels, to ride horses to water, and carry fishing-rods and game-bags. Is every legislator to have his little serf who runs his errands, blacks his boots, lights his cigar, paid for out of the treasury? Yet this is what it means. The unreasonable number of officers employed in the Legislature was another abuse which must be reformed in the future.

Such is the economical record of the session which, we repeat, reflects great credit upon the Legislature and special disgrace only upon such members as were guilty of voting for unnecessary appropriations, and against needed reforms.

It is our duty to call the attention of the legislative constituency to other acts of numerous members, which are deeply to be regretted, and which certainly demand correction.

The last night of the legislative session was not dedicated to the vigilant scrutiny of all the measures which had been matured during the session. On the contrary, the scene passed from a general justification into such confusion and violence as prevented utterly an intelligent consideration of the calendar, and leaves it uncertain, even at this date, whether several acts of importance did or did not pass.

The barriers of decorum seem to have been broken down, the lobby formed into the House, and those members who struggled to maintain some degree of order were threatened with personal violence. It is charged that those most interested in the success or defeat of certain measures furnished the liquor that maddened so many members out of all sense of propriety. This should be inquired into. If outside interests can with money and whisky effect the passage or defeat of laws—if to carry their purpose they can turn the House of Representatives of Louisiana, as is alleged by our opponents, into a den of drunken savages—then is it time that each of these members upon whom such disgraceful conduct shall be proved shall be scratched from every Republican ticket.

We but apply the inexorable rule upon which the Republican President, Congress and press are acting. Party distinctions are no longer so marked as that either party can carry a corruptionist or a rowdy. If individuals expect Republican support they must bring a clear personal record, and offer adequate assurances that they will neither steal, get drunk, nor expose to the gaze of a disgusted public the scenes imputed to the Legislature on its last night's session.

We sometimes complain of our opponents, who commit acts of violence under an apparent impression that their power in a town or parish extends over the Union. They are greatly confounded when their abuses here are followed by a judicial or military authority which they do not dare resist.

We may say to such Republican politicians as may deem themselves equally safe in the impregnable fortress of a colored majority, that there is an infinitely greater power in the impartial majority of the American people. This majority is honest and wise. It will not tolerate official or legislative dishonesty. It will not vindicate acts indefensible in themselves because of any obligations of party. That majority is too wise to run itself to protect individuals who have done wrong in the name of the Republican party to enrich or gratify themselves.

We must in the most firm and friendly manner remind the Republican constituency of Louisiana that this American people regard our administration of State government as an experiment. The unpardonable abuses of popular power in some other Southern States have armed the opponents of the Republican party with some formidable evidences of political incompetency. We have cited with pride the example of our Legislature, in which there was an un molested majority of Republicans. We had held up the fact in suspension of public judgment, that a majority of the House, intrusted with the organization of financial measures, was colored. We still point to the immense reforms which they have effected as a high evidence of negro competency.

The opponents of Republicanism published the most offensive features of the last night's session. We may expect them engraved and dispersed over the world to spread the impression intended to be conveyed. This must be contradicted. It must be done by spotting each disreputable participant in those acts and scenes. Spot and exclude them from the Legislature. We can then say the arrest of debt and the measure of economy of the last

Legislature prove the competency of the Republicans of Louisiana to administer their State government. Give them this further trial at the November election, and they will return a body of men too honest to impose unnecessary burdens, too vigilant to be driven by outside interests, and too respectable to turn the last night of their labors into a conning-kang.

THE PREVALENT DESTITUTION. Having done all that it can by legislation to relieve the property owners and taxpayers from the many burdens that bore so heavily upon them, it now devolves upon the Republican party to take measures to ameliorate the condition of the poor. By this term we mean those who have no income except that derived from daily labor or service. With a few exceptions, there are no mechanical pursuits open to workmen in this city. Carpenters and house building is confined to mere jobbing; painting is done once a year, to a limited extent; blacksmithing means horseshoeing and mending an occasional bolt or wagon tire; tailors are limited to a few orders from special customers, though ninety-nine one hundredths of all the men's wearing apparel sold in this city is made in the North, in Canada, or Europe. And so it is with all the trades. It is absolutely unfashionable to wear a home made article, and our mechanics find no steady market for their wares. We believe our young fellows would, if it were possible, send to New York or Paris for their lively horses, juleps and cigars, if they did not cost more than three times what a better article could be had for at home. It is correct to say, as a general rule, we make nothing whatever in this city. The planters in the interior raise cotton and sugar, but use the proceeds to repair their plantations, buy stock, seed, supplies, etc., and employ their hands. Our factors, bankers and insurance companies take a profit from the staples as they pass through the city, but either remit the money to those who furnished the capital, or spend it at the Northern watering places or in a voyage to Europe. As there is little business done in the State except what is necessary to raise the three staples, it will be seen that the laboring classes who flock to the city have no allotment in the general provision. When they are wanted for temporary service, they are employed. When they are not, they are neglected.

We can not say that the poor people are altogether blameless. We have seen seasons of the year when workmen of all kinds were in demand for a few weeks. This condition, which ought to have been taken as a godsend, has too often been made the occasion of a strike for higher wages. Men will insist upon receiving \$5 a day for work one-third of the time in preference to having steady work the year round at \$3.50. And yet all lost by such an arrangement. Those who want mechanical work done seek cheaper markets, and leave us to the luxuries of high prices and an unemployed population, who think it genteel enough to beg, but disgraceful to work for less than the very highest rates. About fifteen months ago there was a strike on the levee for a higher rate of wages than steamboatmen and shippers could afford to pay. To-day there are four or five thousand able-bodied men who usually work on the levee, but can not obtain employment at any price.

This city will have to tone itself down a little, or there will be a prolongation of the suffering now upon us. If it were the fashion for every poor man and woman to go to work in earnest, and not stand around in idleness to criticize those whom they think are working too cheap, there would soon be more independence and thrift than there is now. At all events, it ought to be borne in mind that unless the people of this city are able, by their own wisdom and exertions, to relieve themselves from their difficulties, no one will do it for them. The poor should have employment, and it is their duty to accept all that is offered at any price, be it ever so unpleasant, so long as it is honest. Instead of reaching out our hands in supplication to New York, Liverpool, Washington, and other places, we ought to do for ourselves that we shall be sought for the good we can offer to others. Capitalists do not stand ready to help us, unless we can give them guarantees that their investments will be safe, and the rate of interest satisfactory. This can never be done by standing on Canal and St. Charles streets with hands in pocket, railing at the Radicals, nor talking about "good old times" which never existed. Action! action! is the remedy. Politics will not do it. Complaining of the carpet baggers will answer no better, and making sickly grimaces at Butler, Sumner, Beecher, the Puritans, and others whom a high toned Southern community have been taught to despise, may injure the objects aimed at seriously, but will never help us. It is, in our judgment, beneath the dignity of a true man to waste so much of his time in discussing the acts and motives of others a thousand miles away when there is most serious business to be attended to at home. One starving Senator Shurz' position on the finance bill; and yet we employ the telegraph to tell us all about the one and make no provision to feed the latter. While we are admiring Mr. Simpkins' new suit just sent out from New York, we disregard the entreaties of our local tailor's little daughter for bread. Let us try and reform some of our mistakes, and see if we can not make more people happy.

THE JETTY RING. That portion of the St. Louis press which assails New Orleans on the charge that certain citizens have combined for the purchase of the ground whereon the Fort St. Philip canal is to be located, manifests a malice as inconsistent as it is absurd. It attributes to these persons who ever they may be, a purpose to purchase the land with a view to build a commercial town of importance along the canal. It is not reasonable that the commercial interests of New Orleans should be duped into the support of a measure

to make the fortunes of a few persons even if such a scheme were practicable. We therefore challenge the St. Louis paper to give the names of these real estate speculators who have engaged in any such plan. Here is the charge of the St. Louis Democrat:

We have been told by several New Orleans people, and by those who have corresponded in New Orleans, that a large number of real estate speculators of that city had purchased large tracts of land around the immediate locality of the proposed canal, with a view to erecting a town of considerable importance would spring up there.

This should be contrasted with the recent assertion of Mr. Eads, that a duck could not walk on the site of the proposed canal. The location has assumed a very sudden consistency. We fully acquit Mr. Eads of any such policy. To erect a commercial city along his jetties would require the adoption of the Chinese system of floating family residences with aquatic gardens, and flocks of ducks accompanying them. The editor of our Price Current, who suggests the probability of a village along the line of the canal adopted at least to supply the wants of the locality, shows a proper confidence in the ability of the soil to bear dwelling houses as it has for more than half a century borne the weight of two great forts and their armament. We acquit the Eads ring of any purpose to build a commercial city at the jetties. The ring rodents go in for the present pay and contingent stock of a company so rich that it can give work without pay and pay without work.

ST. LOUIS TO RIO JANEIRO. If St. Louis would adopt such judicious means of expanding her commerce as is outlined in the following article from the Democrat, there would be more prospect of success than when it divides the vote of the Mississippi improvement and aids our common enemies to defeat our joint interests:

The proposition to form a St. Louis stock company for the construction of enough sailing vessels to form a weekly line of coasters to New Orleans, and from there to Brazil meets with general approval, and we are pleased to note the earnestness with which the matter is discussed. Since the late winter, when the St. Louis Democrat made it an agreeable and interesting subject of conversation, occasional reference to it may not be amiss, especially if we can bring to light any valuable fact concerning the matter. The distance from St. Louis to New Orleans is situated about thirty degrees north of the equator, and ninety west longitude. Rio Janeiro is situated about twenty-five degrees south of the equator, and forty-five west longitude. An air line from New Orleans to Rio would be about 3000 miles long, but the track of a vessel would be in a curve, and the distance for the vessel must proceed eastward forty-five degrees, then southward fifty-five degrees. Altogether 190 degrees of 6000 would be sailing vessel would average five miles per hour under way, therefore the passage should be made in fifty days. If we allow ten days for stopping at New Orleans, and ten days for a liberal allowance—it would appear that a sailing vessel would pass from St. Louis to Rio in sixty days. Therefore it will be seen that twenty vessels would be sufficient to run a weekly line.

The best vessels for the trade are strong schooners of 1800 tons burden, flat bottomed and furnished with centre boards. Perhaps \$30,000 may be required to build one for the cost of such vessels, but we feel sure that many a ship building firm can be found in the East willing to put the entire cost of the vessel on weekly instalments, and construct them in the same manner, too. The class of schooners indicated would draw, with centre board up, eight to ten feet. This would enable them to sail up the coast, and to clear depths of water, and by this means extend the traffic of the line. Such vessels need not carry more than seven to ten men, and could be run by a crew of ten, at a low expense. Some of the principal ports, route would be Havana, Porto Principe, Santiago, Kingston, St. Domingo, Maracaibo, Rio de Janeiro, Caracas, Trinidad, Orinoco, Cayenne, New Amsterdam, Natal, Pernambuco and Bahia. The profits which might be realized to the company owning such a line would be very great. First, because the people of this city are not supplied with daily papers, as are the people of this country, and can not always claim and receive the latest news. Their products will command, nor would they be fully posted as to the exact market value of the various goods which would be sold to them by the mail, and coffee dealers of St. Louis, if they will.

SHOWING THEIR HAND. The Republican has warned St. Louis that in advocating the Eads experiment she was but carrying out the inevitable opposition of the Eastern cities and railroads. The following extract from the New York Herald is quoted by the Missouri Democrat to prove the hostility of these Eastern interests. The nationality of the Mississippi improvements is denied, and it is charged with being a scheme which is "intended for sectional aggrandizement alone." It then adds: "The Western member is very set about one subject—he does not wish to have his produce moved via the Atlantic seaboard; and so determined is he that he would prefer to see the Mississippi improved by railroads. We would, therefore, warn Congressmen in general that they should be slow to advocate measures which clearly mean the destruction of the commercial prosperity of our great maritime cities. The battery is here unmasked. It is 'the great maritime cities' against the farmers' way to market."

That St. Louis should have deliberately divided the Mississippi vote in a conflict in which, if united, it can scarcely be sufficient to carry any proposition is singular. The Democrat even apprehends the defeat of Eads' patent gratuitous donation. It says: "The public may be prepared to find, in our opinion, New England and the maritime cities of the Middle Atlantic seaboard more ready to close effectually, in a few months of the Mississippi than to open them."

And adds: "It can not be denied that such views as these are the average congressional mind that represents the business and mercantile interests. And votes will be given in support of such views sufficient in number, perhaps, to defeat the Eads bill. We have made a prediction which we

will keep before our readers: The Atlantic city and railroad interest will defeat the canal bill as "sectional," and then the Eads bill as either an insidious or an insane attempt upon the national treasury.

THE EADS HEDGEHOG. The quills of this fretful "varmint" seem to point every way and to prick every thing.

One of the Eads journals attacked the Ohio canal as an "unprofitable ditch." One of the advocates of that route replies:

The advantages offered to St. Louis by the construction of this line are so great that it has been with me a matter of wonderment that any citizen of St. Louis should regard it with an unfriendly temper. What harm can it do you? Is it not better to have two roads to the city than one? I do not disparage the benefit that will result from the clearing out and opening of the Mississippi; but what is your objection to having, in addition, an outlet in this direction? Has the West no use for our coal? Would it hurt you to send us grain and meat? Do you not think that every additional avenue to market cheapens transportation? Would it not contribute to make St. Louis a great grain centre?

These are temperate questions and hard to answer without avowing a purpose to horn off every interest which may come to the aid of the Mississippi outlet canal, and thus render the Eads railings necessary. The war cry of the Eads ring will thus be: "No cure, no pay." "This or nothing." It opposes everything and will defeat everything—itsself included.

DRAMATIC ENTERTAINMENT. To his Grace Archbishop J. J. Sheehy, New Orleans, Louisiana.

Most Reverend Sir—The undersigned, a committee appointed by the Variety Dramatic Club, wait upon your Grace, do hereby tender the services of said association for the purpose of giving a dramatic entertainment, the proceeds of which are to be used for the relief of the St. Mary's Asylum, the institution having appealed, through your Grace, for assistance from a generous public.

Hoping this may meet your approval, we have the honor to subscribe ourselves, Your obedient servants,

BENJAMIN S. MICHELS, Chairman; CHARLES M. BARNES, S. H. BROWN.

To Messrs B. S. Michels, Charles M. Barnes and A. A. Brown: GENTLEMEN—I am thankful for your charitable offer, and hoping that everything will be conducted according to the principles of Christian charity, I accept it.

N. J. FERCHÉ, President of the Direction.

CARD OF THANKS. HALL MECHANICAL STEAM FIRE COMPANY, No. 67 1/2 N. CANAL STREET, New Orleans, March 7, 1914.

To Miss GRACE THOMPSON, the kind mother of the engine, we return our thanks for the beautiful bouquet ornamenting the smoke-stack, so much admired, on the Thirty-seventh Anniversary of the Fire Department, and to Mrs. ANNE DOHERTY, No. 97 Canal street, for the tastefully decorated "Our Beauty" for her best and admiration of all. Also, to Mr. RUFUS HUNT for the magnificent set of harness worn by "Our Beauty." We shall also never forget the kind favors received at the exchange of Mrs. CHARLES BUSH, GEORGE TAYLOR, J. FIDELIS, W. R. FISL, D. DAVIS and many others.

WILLIAM JOHNSON, Foreman; T. J. SULLIVAN, Secretary.

SHIRTS—SHIRTS—SHIRTS. Do you want shirts? Now is the time to buy shirts, from the most complete and cheapest stock in America, from

SIX CHAMPION SHIRTS FOR \$9, up to the finest embroidered all linen, at \$50 each.

SEASONABLE UNDER GARMENTS AND MEN'S FURNISHING GOODS, at astonishing low prices, at

S. M. MOODY'S, 207 and 209 Canal and Royal streets.

NEW ORLEANS PURCHASING BUREAU. 66... Canal Street... 66

SHOPPING. Of every description for Ladies and Gentlemen, from Louisiana and the Southern States.

Constant familiarity with the market and best houses insure a great saving to customers. CIRCULARS AND SAMPLES SENT FREE.

MRS. H. MOGRIDGE, 202 1/2

CARPET AND OILCLOTH WAREHOUSE. ELKIN & CO., 165... Canal Street... 165

Valvet and Brussels CARPETING, in new and elegant styles. Carpets and Ingrain CARPETING, at extremely low prices.

OILCLOTHS, MATTINGS, WINDOW SHADES, 210 1/2 and 212

BUSINESS CHANGES. DISSOLUTION—THE FIRM OF OBER, ED. WARD & CO. is this day dissolved by mutual consent. Either partner will sign in liquidation.

ANTONIO BAN, JUSTICE REUT, 101 1/2

DISSOLUTION OF PARTNERSHIP. By mutual consent, F. L. MATTHEWS has withdrawn from the firm of LAYCOCK & MATTHEWS. SAMUEL LAYCOCK assumes the liabilities of the firm, and will continue the business on his own account.

SAMUEL LAYCOCK, F. L. MATTHEWS, 101 1/2

Referring to the above notice, we would state that Mr. A. G. OBER will hereafter be identified with the firm of CLAPP, BROTHERS & CO., to whom we cheerfully recommend our former patrons and friends.

NEW ORLEANS, MARCH 5, 1914. OBER, EDWARDS & CO., 101 1/2

DISSOLUTION OF PARTNERSHIP. The partnership heretofore existing under the name of B. H. & CO. is this day dissolved. B. H. & CO. will liquidate for the firm.

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WOOD—COAL. MARSHAL'S MONITIONS. Charles Strub et al. vs. Steamboat Royal George.

IN THE UNITED STATES DISTRICT COURT, DISTRICT OF LOUISIANA, in and to the above entitled cause, I have selected and taken into my possession the steamboat ROYAL GEORGE, now libeled by Charles Strub 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 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 of Louisiana, at the city of New Orleans, on the first Monday of April, 1914, to show cause, if any they have or can, why the said steamboat ROYAL GEORGE should not be condemned and sold agreeably to the prayer of libelants.

United States Marshal's office, New Orleans, March 9, 1914. S. B. PACKARD, United States Marshal.

John Hines vs. Steamer Iberia. IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,357.—In obedience to an order of the court, I have selected and taken into my possession the steamer IBERIA, her tackle, apparel, etc., now libeled by John Hines, 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 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 of Louisiana, at the city of New Orleans, on the first Monday of April, 1914, to show cause, if any they have or can, why the said steamer IBERIA should not be condemned and sold agreeably to the prayer of libelants.

United States Marshal's office, New Orleans, February 12, 1914. S. B. PACKARD, United States Marshal.

Alex. F. Trossade vs. Steamer Creole. IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,358.—In obedience to an order of the court, I have selected and taken into my possession the steamer CREOLE, her tackle, apparel, etc., now libeled by Alex. F. Trossade, 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 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 of Louisiana, at the city of New Orleans, on the first Monday of April, 1914, to show cause, if any they have or can, why the said steamer CREOLE should not be condemned and sold agreeably to the prayer of libelants.

United States Marshal's office, New Orleans, February 12, 1914. S. B. PACKARD, United States Marshal.

Elizabeth G. Ferrier et al., vs. Steamship Mississippi. IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,359.—In obedience to an order of the court, I have selected and taken into my possession the steamship MISSISSIPPI, her tackle, etc., now libeled by Elizabeth G. Ferrier 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 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 of Louisiana, at the city of New Orleans, on the first Monday of April, 1914, to show cause, if any they have or can, why the said steamer MISSISSIPPI should not be condemned and sold agreeably to the prayer of libelants.

United States Marshal's office, New Orleans, February 12, 1914. S. B. PACKARD, United States Marshal.

John J. Hart & Co., Small & Co. and Smith & Co. vs. Brig H. M. Rowley. IN THE UNITED STATES DISTRICT COURT, District of Louisiana, No. 10,360, 10,361 and 10,362.—In obedience to an order of the court, I have selected and taken into my possession the brig H. M. Rowley, her tackle, apparel, etc., now libeled by John J. Hart & Co., Small & Co., and Smith & Co., 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 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 of Louisiana, at the city of New Orleans, on