

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS NEW ORLEANS, MARCH 12, 1874.

Brothers-in-law—Judges.

The new ten cent fractional note is ready for issue.

The tax on liquor matches last year amounted to \$1,500,000.

Philadelphia claims to have 605 miles of gas pipe under its streets.

Many Oregon maidens are bowed down with mumps.

The Danbury News man, who has had his day, is going to Europe.

Veils that wind about and cover up old bonnets and subdue the shade of freckles are most fashionable in spring time.

In mercantile parlance, lawyers are doing a wholesale business when they are paid by the case.

"Gone for a dead man; back soon," was the cheerful inscription lately found on an undertaker's shop door.

George Heber Clarke, known as "Max Adeler," the funny man of the Philadelphia Bulletin, is about to publish a book.

A Little Rock lady lately attempted to kindle a fire in her stove with coal oil. Her children have been adopted by an uncle.

Mr. C. W. Coukoud, one of the finest of old-time actors, will soon play an engagement at the St. Charles Theatre.

Phoebe Cousins says the Queen of Sheba was a lawyer by profession, only she was ashamed to tell of it.

An Illinois paper says: "According to our taets, the singing in the Presbyterian Church is the best in town." That young man has evidently got a month for music.

"And did you hear him call her my dear, or anything like that?" asked the lawyer. "No, sir; of course not; why, she was his wife," answered the lady witness.

What is the difference between a Jew and a lawyer? The one gets his law from the law, and the other his profits from the law.

The president of Cornell University says the young women there average ten per cent better on the examination papers than the young men.

The leading hotel in Houston is the building used as the first Capitol of Texas. The dining-room is the old Senate chamber, and the office was the House of Representatives.

A band master in the English army for a period of forty-nine years has just retired, and has been awarded the munificent pension of ten cents a day, the highest sum the law allows.

For gentlemen at evening parties—"Dress so that no one will remember what you have on." For ladies—"Dress so that no one will remember what you don't have on."

Bishop Gilbert Haven has been lecturing in Nashville, Tennessee, on "Books and Brains." "A very appropriate subject," says the Louisville Ledger, "considering the locality."

The pupils of a girls' school in Pittsburgh went for a promenade, were mistaken for a band of crusaders, and the barkeepers promptly closed their saloons to avoid trouble and prayer.

Iron. George H. Braugh having severed his connection with the Attorney General's office, will hereafter devote his individual attention to the practice of his profession, in company with his talented partners, Messrs. Buck and Dinkelspiel.

Mr. Taylor, of New York city, the manufacturer of the celebrated Taylor printing press, is on a business visit to this city. His presses are held in high repute by American printers, and they deserve this veneration.

A pleasant literary and musical entertainment will be given this evening at the First Congregational Church, corner of Tryonia and Callopie streets, for the benefit of the Sunday school. At the close of the entertainment, refreshments will be served in the chapel.

It has been decided by the Secretary of the Treasury to order a flag attached to the steamer General Sherman, now at Key West, for a violation of the neutrality act. The Sherman was recently conveyed from Aspinwall to Key West by the United States steamer Wyoming.

A young man having put a crown piece into the plate in an Edinburgh church by mistake instead of a penny, asked to have it back, but was refused. In once, in forever. "Aweel, aweel," grunted he, "I will get credit for it in heaven." "Na, na," said the doorman, "you'll get credit only for the penny ye meant to give."

A Kentucky farmer refused to look at a sample sewing machine recently, as he always "sowed wheat by hand." He is related to the man who did not want a threshing machine on his farm, "for," said he, "give me a harness tug or a barrel stave, and I can make my family to the mark according to the law and Scripture."

The Savannah, Georgia, News thus gusheth over the opening of spring in Florida. It says that "the woods are white with the snowy flowers of the dogwood, the borders of the swamps golden with the yellow jasmine, and the farmhouses buried in a bed of peach and plum blossoms, while the warm air is burdened with the fragrance."

An old Troy river man says he is disgusted to hear people now-a-days talk of low water in the Hudson. He remarks that he can remember well, years ago, when the river was low. He asseverates that at one time all the passengers on the New York boat had to close their windows during the entire passage down, because the steamer's wheels made such a dust.

A journalist who recently visited the widow of President Polk at her home in Nashville, was gratified to find her enjoying excellent health. He said "time seems to deal lightly with her form and features, for her manner of speech, grace, elegance and true womanly eye, always attractive and pleasing, have been maintained by the sun's memories, and wrought to perfection which would fall to portents."

EADIS-ISM IN DISGUISE.

Who that has a spark of the true American, can not altogether extinguish by a forged and fictitious aspiration after the legitimate drama, does not love the circus?

Where is there an American who would not at the confessional declare that he yawns over the "Drury-lane Dane Slain," and feels uncomfortable when "that ugly fellow Othello chokes Desdemona with a Bologna," and further, that his soul yearns for the triumphant trumpet, the clown, the pickled horses, with the highly spouted young ladies who leap through a hoop and alight on a fat saddle somewhat smaller than a tea table.

In one scene in the circus at which, like Hardcastle's story of "Old Grouse in the Gun Room" we have, like Digory, "laughed fifty times," and which would make us bid our editorial gravity go to grass and laugh as heartily as ever.

It has been recalled to our memory by what we read in our unsophisticated neighbor the *Procyon*. The scene is this: The audience of the circus is annoyed by the demand of a "practical planter," apparently intoxicated, to be permitted to ride one of the trained horses. Some say it is a shame to interrupt the performance, others charitably hope the old fool will break his neck; but after a great pretense of awkwardness the old planter throws off one article of disguise after another, and amid a shout of applause displays himself as the most elegant and agile of all the circus men.

It is exactly in this manner that the *Procyon* permits the scheme of Captain Eads to be "trung in" upon its readers.

That paper, while extremely astute about the ensuing federal elections, knows nothing in the world about the material interests of this State or city. Indeed, it has intimated that these material interests are to be always subordinated to the sublime ethics of the next election. So the *Procyon* is somewhat riddled in its metaphysics in regard to the relative merits of the jetties and the canal. It has been quoted in St. Louis as authority for each method. In all the innocent impartiality of ignorance it proposes a patent heading and sends abroad a fleet-footed interviewer to fill this editorial bill. The heading is as follows:

Our outlets—Captain Eads and his jetties—The Fort St. Philip Canal—Views of a private citizen and practical planter.

Then in comes a baggage Granger, announced as "a well known gentleman and planter from the neighborhood of the forts, who had given the affair a great deal of attention," and who deposes at considerable length as follows:

1. We are told the dredge is not a permanent mode of improvement.

2. Captain Eads "does not pretend to ask any money at first to do his work," but simply asks to be paid when the work is done. "His plan of jetties is by no means new, being one which has been advanced for years, and, though never tried, is, perhaps practicable." Does this mean that jetties have never been tried, and are for that reason "perhaps practicable?"

The soil of the mouth of the river is composed of a soft ooze, in which it will be difficult to drive piles to form the jetties which will concentrate the current and thus sweep the mud outside the bars into deep water.

It is properly understood that it must be stated that immediately under the bar the water deepens very suddenly, and a strong current sets in toward the west; therefore, if this line of jetties were continued out to this bar, there would never be any danger of another one forming. The fact of the water suddenly deepening outside of the bars has been proved by sailing over, and though it is true the jetties will cost an immense sum, they are doubtless feasible.

No work "perhaps practicable," because though long known it had never been tried, in one paragraph, becomes "doubtless feasible" in another.

But the honest planter warms up and proceeds "to explain the system" of Eads. He says:

It must be remembered that the river, which carries an immense amount of mud in solution, is about a mile in width above the passes, but suddenly widens into three or four channels of about the same width.

Is each channel a mile wide, or do they present a combined width of a mile? Are there three or four channels?

In these, the current being diffused, it is, of course, not so strong, and the mud held in suspension sinks to the bottom and obstructs navigation.

If this baldness had not been written in the medium it was intended to describe, we are no judge. Suddenly speaking in the confidence of Eads, this Granger in the burlesques goes on:

Now, Captain Eads claims that by a system of jetties the water might be directed into only one pass, where the current would be made strong enough to carry it out over the last bar into the deep water, where the mud current would diminish, and the entire ocean, and thus the channel be always kept open for navigation.

We fancy that we can hear "the voice of Jacob" in this idea of this "honest planter." Mr. Eads has argued that his jetties will require little extension, because of the sudden increase in the depth of the gulf, which will take longer time and more mud to fill to the surface than before he proposed his jetties. We should require soundings to prove this abrupt deepening. The delta of the Mississippi is the dump of the Mississippi. The mud from the whole valley is brought down and poured upon the bottom of the gulf. It rises like any other embankment to the level of the dump. Were the waters withdrawn the delta would seem as an embankment whose base covered many miles beyond the bars, and which rises with a slope from the bottom of the gulf to the surface. To suggest that the bar has reached a precipice in the gulf, and that all future mud will tumble over it into a fathomless abyss, is perfectly pardonable in a "practical planter" who does not know whether he is talking about three or four channels, but has not yet been advanced upon the basis of actual soundings. The "practical planter" next directs his theodolite upon the Fort St. Philip Canal. He is, apparently, not so much in the confidence of Major Howell as in that of Captain Eads:

The Fort St. Philip Canal project leaves the passes out of the question, and proposes a canal, I believe, some ten miles in length, to be cut through the mud banks, or rather oozy prairie, which forms the bank of the river. In order to keep any bar from forming on the outside of this a system of locks will be constructed, through which ships will be conveyed from the river to the gulf, and vice versa. Of course, there will be a necessary cost for this service, which, added to the expense of most vessels, will be too much for most vessels, and all smaller craft will continue to go outside.

There are in this paragraph two errors of fact, besides some obscurities in grammar. The canal is not to be "ten miles long." Allowing "the practical planter" the benefit of all grammatical doubts arising from his own language or that of his reporter, we will suppose the necessary cost for this service refers to the cost of passage through the canal itself. This is a second error. The canal is estimated by the United States engineers at seven miles in length, and the passage of all shipping is to be free. Adding this imaginary cost of passage to "the expense of towage up the river" will, according to "this practical farmer," determine all the smaller craft to the outlet passes. Thus: The water through one of the passes is never shallower than twelve feet, and hence all vessels drawing that will continue to go through that channel, and save the additional expense.

"The expense of towage up the river"—and we would add down the river—are the same whether a vessel employ one or another aid. We will therefore confine ourselves to the comparative cost of getting a vessel to or from sea by the passes or by the canal respectively.

We shall a canal free of tolls and charges. A small saving of lineal distance and time would perhaps cover the delay of the canal transit. There is thirty or forty miles towage saved by the canal, besides the bar pilotage. The "practical planter" then draws a confused conclusion that vessels of light draught will employ the passes as at present, though it is not proven that the cost of navigating the passes will be less than that of navigating the canal, and though the tariff of towage is per ton, and makes no discrimination in favor of a large or small vessel. Here is therefore a fatal admission by the "practical planter."

The canal project, however, may be a good one, inasmuch as vessels of large tonnage may come up easily, and thus save in the towage, which is the great objection many vessels have to come here.

The rates of towage being the same on all vessels, an admission that a large vessel can save on the towage in the canal, is an admission that all vessels would save in like manner.

The "practical planter," who has so much provoked and aroused us by his blundering logic, commences to throw off his disguise, and appears indisputably in the tight and spangles of the Eads' troupe. Here is his decided somersault:

Though I think Captain Eads' project the best for all description of vessels, the Fort St. Philip Canal, with the usual state of the passes preserved, would answer very well indeed.

That is, the system of Eads, which "asks no money from the government at first," is the best for all descriptions of vessels. The canal, with the present system of dredging added, would do very well. A legislator is then to choose between a plan that asks no money at first, and one which asks \$7,000,000, and which must require the same annual expense of dredging besides. If these false and insidious propositions were true, no legislator could hesitate a moment to vote against the canal. The "practical planter" having got in the whole of the Eads' fallacy, and conceded the inferiority of the canal, concludes by saying, in the unsophisticated innocence of his heart, that he does not see any use for any improvement at all, thus:

As long as there is plenty of freight here, vessels will continue to come somehow, and neither canal, jetty or anything else would bring them here if they could not get any freight.

We really hope our unsophisticated neighbor is sincere in saying that it wishes "to give both sides a fair hearing." We confess our incredulity that the "management" knows nothing of "the trick scene." Changing somewhat our figure, we feel a little like the pugacious Betsey Prig, when, setting her hands akimbo, she slightly closed one eye and audaciously remarked: "Sairey Gamp, I don't believe there's no such person." We would like to know that "practical planter," that is all. The introduction of the Eads' fallacy in the awkward disguise of a practical planter, with or without the knowledge of the management, is not "a fair hearing of both sides." It is an anonymous and insidious allegation of all that can be said for one side and of all that can be said against the other. To publish such a paper without caution or comment is somewhat inconsistent with the declaration:

The Fort St. Philip canal has heretofore received and still receives our unqualified sanction.

TRADE OF TEHUANTEPEC.

New Orleans once regarded the isthmus of Tehuantepec as the best way to California, but there was never much reliance placed on its local commerce. Yet, according to the *Two Republics* this last may be developed to an important extent. This is shown by the increase of business on the Pacific coast since the line of Pacific mail steamers has been established, touching at or off the port of Salena Cruz. The *Two Republics* says:

During the year previous to the establishment of the line the export trade of Tehuantepec was limited to the trading figure of 3619 hides and skins, a few pairs of shoes, a few saddles and forty tons of Brazil wood—the whole trade being comprised in six varieties of articles. During the year preceding the withdrawal of these steamers the trade had increased to 22,500 hides and skins, 354 bales of mixed skins and indigo, 194 bales of India rubber, gum arabic and other gums, 1134 mats of cotton, jerked beef and salt and eighty-two packages of sundry manufactured articles, such as hats, saddles, liquors, cigars, tanned leather shoes, mats, hammocks and canteens. A trade having developed from forty tons of Brazil wood and 785 pounds of other articles to 145,700 pounds, comprising a traffic of over sixteen varieties of articles.

Would it not pay to put on a line of postal steamers between New Orleans and Vera Cruz, with side line steamers to Tehuantepec and other coast ports? We hear nothing more of our postal bill, and suppose that as the commerce of the West is to be carried to New York for export and import, we must continue to correspond with Vera Cruz through the same medium. We hope Hon. Mr. Sheldon will obtain a subvention for a line direct between New Orleans and Vera Cruz, and not a line to circulate around

THE WHOLE GULF ONCE A FORTNIGHT.

To this direct line all the coast ports around from Tampico to Sisal will be tributary. Nothing except a direct line will take the trade, travel or treasures between Vera Cruz, New York and Liverpool.

A STYLE FOR STUDY.

As a specimen of sharp and polished journalism, we cite the article in the *New York Times*, headed "Butlerism." The moral of the article is that no party can carry a public man obnoxious to objections of personal gain from party influence. It may be remembered that this is the key note of party policy. It has been especially impressed by the New Hampshire results. Here, where, as was stated by one of our city journals, there was no perceptible difference between the platform principles of the two parties, the election made has turned upon objections to the personal acts of the politicians of each party. The Democracy not being in power, were not amenable to any such criticism. The Republican party having a great number of State and federal incumbents, were held to account for all abuses from the extortions of Jayne to the appointment of Simmons. The *New York Times* wisely points to this significant symptom of popular purpose. A public plunderer can no longer dead-head himself on his party, and require time to defend his record as their own. All points, therefore, to a necessity of providing at least as competent men as our opponents, or while Republican principles are uncontested the Republican party may be reduced to a minority in such localities as do not listen to the advice of the Republican press.

Our immediate intention was, however, to call attention to the admirable manner in which "Butlerism" is treated by the *New York Times*, without the use of an actionable epithet, or imputation. Such should be always the style of the press—to treat all men and subjects with decorum, and to separate the man from the politician as far as it is practicable for language to effect it. A wound may be as fatal if made with a razor as with a cleaver. The political windpipe of "the member from Essex" may be as effectually severed by the polished paragraphs of the *Times* as if he had been mauled to death with the knotted bludgeon of Parson Brownlow.

MOURIR POUR LA PATRIE.

That indomitable old Roman, the *Procyon*, is justly indignant because its less separate compatriot of the *Times* has accepted the *de facto* authority of the existing State government. We do not see how it could in justice or gratitude do otherwise. Pending the consideration of the States rights appeal for a military occupation and a federal Major General to conduct our elections, the *Times* may be pardoned for obeying and abiding by the government as it stands. Looking to the arrest of extravagance and the liberation from debt, we do not think the *Times* should be condemned for not flying in the face of a Legislature that repealed nearly half the public debt and compelled the holders of "fraudulent and tainted State bonds" to come before a court of justice and verify their claims. This with the issuing of \$1,000,000 annual appropriation gives the Legislature some claim on the forbearance of those who made a fusion with those who had spent \$3,000,000 more than the reduced expenditures.

THE JOURNALS OF THE LAST DAY'S SESSION.

It has grown into a custom in Louisiana to postpone the publication of the journals of the last day's proceedings of the General Assembly for a couple of weeks or so after the adjournment. This gives captious and suspicious persons who find fault in haste an opportunity to make ill-natured remarks on the subject. And this year especially we notice a good deal of impatience manifested at the apparently unnecessary delay. People generally hoped to find these journals published in the *REPUBLICAN* by Tuesday at latest, but up to this time nothing has been heard of either of them, Messrs. Bechtel and Vigers have both had a laborious season of fifty-nine days, and may be expected to embrace the first opportunity to ease off a little, though we hope they will soon be able to come to the scratch with the last day's business. It is important that this work be closed up, and the acts that have been passed prepared for the Governor's examination. Rally, gentlemen, for a final effort.

DEATH OF AN OLD CITIZEN.

We are called upon to chronicle the not unexpected death of our old and well known fellow-citizen Harvey B. Kelly, which event took place at his residence on Chippewa street yesterday. Mr. Kelly belonged to the noble band of free State men who came forward in 1852 and assisted in evolving something like order out of chaos which succeeded the secession of the State and the capture of the city by General Butler. He was an upright man, a fearless and unflinching patriot and good citizen. Lately, however, his failing health has compelled him to retire from active duties, and his familiar face has been missed from his accustomed walks. His funeral will take place from his late residence this evening at five o'clock.

We had the pleasure of a visit from Hon. W. D. Floyd, one of the editors and proprietors of the *Greensburg Star* and *Journal*, the able Republican paper published in St. Helena parish. Mr. Floyd was a member of the General Assembly preceding the present, and was noted for his firm adherence to Republican principles. He has been, until recently, tax collector of his parish, but is succeeded by a gentleman who is unknown to us. Some of his constituents have petitioned Governor Kellogg to reappoint him, which shows that he is popular with his neighbors. Mr. Floyd informs us that he will be a candidate next fall for re-election to the House, with good prospects of success. We can assure the people of St. Helena that if they confer this honor upon him they will have a good representative.

HARD TO PLEASE.

The *Pic* takes the *Times* to task for comprising its manhood to save its "material" interests. It ridicules the colored people because they risked their lives to stand for what they deemed their "rights." How is it possible to please such an intolerant censor?

Attorney General Field was at his office yesterday, in consultation with Judge Dibble, his able assistant, upon the important duties of his office. The numerous friends of the Colonel will be glad to learn that his health is steadily improving. We could wish a little more rapidly, but are thankful for the assurance that his restoration is certain. Colonel Field is too valuable a man to be kept from active duty. The State can not dispense with his services even for a short season without detriment to the service.

DIED.

KELTY.—In this city on Wednesday, March 11, at 5 A. M. after a lingering illness, HARVEY B. KELTY, aged fifty-eight years and six months, a native of New York.

His friends and those of his family are respectfully invited to attend his funeral, which will take place from his late residence, No. 247 Chippewa street, this (Thursday) afternoon, at five o'clock, without further notice.

New York, Boston and Greenfield papers, please copy.

NEW ORLEANS PURCHASING BUREAU.

98- Canal Street, opp. No. 98.

SHOPPING.

Of every description for Ladies and Dealers on orders from Louisiana and the southern States.

Constant familiarity with the market and best prices insure a great saving to customers.

CIRCULARS AND SAMPLES SENT FREE.

and 170 MRS. H. MOGRIDGE.

IMPORTANT TO GAS CONSUMERS.

OFFICE OF NEW ORLEANS GASLIGHT COMPANY, No. 150 Common Street, New Orleans, March 11, 1874.

Gas consumers are wanted against all persons who, under pretense of effecting a reduction in their bills, put PATENT BURNERS, CARBURETTORS, etc., in several instances where certificates of good retraction have been given by consumers, examination has proved that the meters had been TAMPERED WITH, and the reduction in their bills was due to this fact.

Notice is hereby given that any party detected tampering with any meter belonging to this company will be prosecuted to the full extent of the law.

THEOBALD FORSTALL, and 172 1/2 General Superintendent.

TOBACCO AND CIGARS.

GOLD EAGLE—FLORE PENSADOD At Ten Cents a Piece.

2000 FLORE PENSADOD, just arrived per Junonia, for sale, retail only, by

A. GONZALES, Corner of Camp and Common streets, No. 2 Carondelet street, near Canal, Corner of Camp and Carondelet streets. mh23

AGENCY OF THE CELEBRATED GRAND PISTON, PARISH OF ST. JAMES, LOUISIANA.

PERIQUE TOBACCO. Has constantly on hand a LARGE STOCK for sale in lots to suit. R. D. BOURGEOIS, and 101 1/2 Canal street. mh23

HAVANA CIGARS AND CIGARETTES.

Domec's CIGARS and CIGARETTES, and a full assortment of chewing and Smoking TOBACCO constantly on hand and for sale by

R. D. ZELL, Corner Canal and Common streets, New Orleans, Louisiana. Goods sold fully warranted. mh23

BUSINESS CHANGES.

DISSOLUTION.—THE FIRM OF OBER, EDWARDS & CO. has this day dissolved by mutual consent. Either partner will sign in liquidation, and all obligations of the firm will continue to be paid by the firm. WILLIAM EDWARDS, and 101 1/2 Canal street. mh23

Referring to the above notice, we would state that Mr. A. J. OBER will hereafter be identified with the firm of OBER, EDWARDS & CO., to whom we cheerfully succeeded our former partners and friends. OBER, EDWARDS & CO. mh23

DISSOLUTION OF PARTNERSHIP.

The partnership heretofore existing under the style of H. W. DEWEY & CO., between H. W. DEWEY and J. ANTONIO SAN JUSTIN BURENY, is this day dissolved. H. W. DEWEY, and 101 1/2 Canal street. mh23

DISSOLUTION OF PARTNERSHIP.

With withdrawal from the firm of LAYCOCK & MATTHEWS, SAMUEL LAYCOCK assumes the liability of the firm, and will continue the business on his own account. SAMUEL LAYCOCK, K. M. MATTHEWS, and 101 1/2 Canal street. mh23

BOOKS—BOOKS.

SUBSCRIBE FOR AND ADVERTISE IN BOARDS' (1874) NEW ORLEANS CITY DIRECTORY, Containing a STREET GUIDE from official surveys, with all the latest changes adopted by Council Sept. 27, also, all the new streets, giving the cross streets and numbers at corners to each street making it very valuable as a reference, and worth the price of the Directory alone. The above publication will be ready for delivery by JANUARY 1, 1874. Completeness and Reliability Guaranteed. and 101 1/2 Canal street, L. S. ROBERTS & Co., Publishers. mh23

CAUTION.

CAUTION.—THE PUBLIC DISTRICT COURT has not yet negotiated for the following note, which was given to the public by the Union Chapel Church, No. 212 Poydras street, for the sum of fifty dollars, at ten per cent interest, the same having been lost. All persons who are therefore warned not to trade for the said note, as a duplicate has been applied for. W. WINN PERNELL, No. 310 Me-pomene, between Franklin and Liberty streets. mh19 1/2

THE UNDERSIGNED CAUTION ANY

and all persons from using, buying and selling the bottles used by them, and manufactured expressly for their use, for Mineral Waters and Ginger Ale, and having the names of the undersigned impressed thereon, as PABLO & CO., Mineral Water and Ginger Ale Manufactory, Nos. 276 and 272 Royal street. All persons using the same, or buying and selling the same, without the consent of the undersigned, in writing, will be prosecuted according to the law, and held responsible for all damages. PABLO & CO., Mineral Water and Ginger Ale Manufacturers, mh23

NOTARIES.

A. HERO, JR., NOTARY PUBLIC AND COMMISSIONER OF DEEDS Office No. 17 Commercial Place. Passports prepared with dispatch, and prompt attention given to all. mh23

U. S. MARSHAL'S SALES.

IN THE DISTRICT OF LOUISIANA, DISTRICT COURT for the District of Louisiana, No. 10, 103-1/2—By virtue of an order of the court, directed in the above entitled suit, I will proceed to sell to the highest bidder, on FRIDAY, March 12, 1874, at twelve o'clock, P. M., the following real estate, to-wit: One lot in the Parish of Orleans, corner of St. Charles and St. Louis streets, in this city—Terms—Cash at the time of sale, subject to the order of the court. S. B. PACKARD, United States Marshal. mh23

WOOD—COAL.

R. D. WOOD, JOHN A. WOOD, J. H. WOOD, B. WOOD & BROTHERS, COAL MERCHANTS, 100—Common street, opp. the City Hotel, Opposite the City Hotel, 208 1/2 1/2 Tougaloch Wood. mh23

H. & C. TYLER.

COAL DEALERS, STRAMERS AND FAMILIES SUPPLIED. Office No. 9 Carondelet street, yard foot of First and Grove streets, New Orleans. Coal delivered to any part of the city. mh23

HOTELS AND RESTAURANTS.

MCCLOSKEY'S RESTAURANT, Nos. 70 and 72 ST. CHARLES STREET. A. C. Heron, Manager.

All the delicacies of the season served up in first class style. Finest Wines and Liquors always on hand. Ladies and Gentlemen's Dining-room upstairs. Open Day and Night. M. C. McCLOSKEY, Proprietor.

CARONDELLET HOUSE.

No. 88 Carondelet street, Corner Poydras, NEW ORLEANS, LOUISIANA. Two squares from Texas steamship office. 404 1/2 Mrs. R. A. ANSLER, Proprietress.

MISCELLANEOUS.

AN ACTIVE AND WELL KNOWN COMMERCIAL CONNECTION, wishing to represent a tobacco export trade, for the purpose of selling, especially as to means and respectability, and who thoroughly understands the business, only such houses as are well established and well known in the trade, and who are willing to refer to JOHN T. HUGHES, 227 Queen street, London, E. C., England. mh23

LEGAL NOTICE.—AN OMBUDSMAN HAS been appointed by the Attorney General, and has assumed our practice in criminal cases. HENRY BUCK & DINKELSPIEL, Attorneys at Law, No. 17 Commercial place. mh23

NOTICE TO TAXPAYERS.

W. H. BARNETT, BROKER. Office No. 177 Common Street, Near Carondelet.

In preparation for State and city taxes at most liberal rates of assessment. mh23

THE PLACE.

NO. 9 COMMERC