NEW ORLEANS REPUBLICAN.

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VOLUME VII—NO. 309. NEW ORLEANS, WEDNESDAY, APRIL 8 1874. WHOLE NUMBER 2150.

SPECIAL NOTICES.

Office of the Louisiana Mutual Insurance Company, New Orleans, April 6, 1874.—At a special meeting of the board of trustees, held this day, Mr. Frank Williams was duly elected president of the company.
ap7 3t J. P. ROUX, Secretary.

Office of the Canal Street, City Park and Lake Railroad Company, No. 26 St. Charles street, New Orleans, March 27, 1874.—Books of subscription to the capital stock of the Canal Street, City Park and Lake Railroad Company are now open at the following places:
Office of the company, room No. 6, No. 26 St. Charles street.
Office of the Crescent City Ice Company, Nos. 70 and 71 Front street.
Office of Thomas H. Handy & Co., Nos. 14 and 16 Royal street.
Office of R. M. Harrison, No. 55 Carondelet street.
R. M. HARRISON, Secretary and Treasurer.
mh28 10t

Notice.—To the stockholders of the Jefferson City Gas Light Company: At a meeting of the Board of Directors of this company a dividend of three per cent on capital stock was declared, payable on the fourth of April next, at No. 11 Carondelet street, New Orleans.
J. HERNANDEZ, President.
March 27, 1874. mh31 10t

Office of Louisiana Levee Company, New Orleans, March 25, 1874.—In conformity with article 5 of the charter, an election of directors, to serve the ensuing year, will be held at the office of the Company, No. 23 Carondelet street, on SATURDAY, April 4, 1874, between the hours of 10 o'clock, a. m. and 2 o'clock, p. m.
THOMAS I. DIX, Secretary and Treasurer.
mh25 10t

POLITICAL NOTICES.

Ball Seventh Ward Radical Republican Central Club.—Notice is hereby given to all parties desirous of becoming members of this club that a registry book will be opened at the hall of the Central Club, on Dauphine street, near Union, every day from the hours of 5 to 7:30 P. M. until the fifteenth instant.
V. L. GARDERE, Chairman;
SAMUEL FREEMAN,
RICHARD HARRISON,
A. S. LECHE,
F. RICHARD,
GREEN COOPER,
M. E. PERAULT,
Committee on Enrollment.
N. B.—The regular meetings of this club shall be held every Monday night at half-past seven o'clock. C. J. ADOLPHE, President.
M. E. PERAULT, Recording Secretary. ap6 6t*

Attention—Attention.—Hall of the Dunn Legion Fourth Ward Central Club—Notice is hereby given to all parties desirous of becoming members of this club that a registry book will be opened at the hall of the central club, on Derbigny street, between Customhouse and Bienville streets, every day, from the hours of 5 P. M. to 8 P. M., until further order, beginning from TUESDAY, March 31, 1874.
By order of the Committee on Enrollment, James Johnson, chairman.
mh31 10t W. L. JENKINS, President.

Hall Fifth Ward Central Club.—New Orleans, April 7, 1874.—Pursuant to the resolution of the State Executive Committee, ordering an enrollment of the Republicans of each ward in their central ward club, and in order that all the Republicans of the fifth ward may be able to participate in all primary elections, as none will be permitted to vote unless their names are enrolled on the book of the central club, therefore the committee of enrollment, composed of Mr. O. P. Fernandez, chairman, Manuel Camp, H. T. Jean, A. Reynald and H. Reis, will proceed to register, from the present date, at the central club room, on Carondelet walk, between Claiborne and Robertson streets, every evening, from six to nine o'clock.
Further notice is given that a meeting will be held on THURSDAY, the ninth of this month, at 7 P. M., in the above named club, to transact business of importance. E. DETEIGE, President.
O. P. FERNANDEZ, Secretary Fifth Ward Central Club. ap7 3t*

A Combination Meeting of the Longshoremen and the steamboatmen was held on Sunday at Brown's Hall, on Melpomene street, which was numerously attended by the representative spirits of these popular organizations. The events of the past week were discussed with much animation and a committee appointed to draft sentiments expressive of the laboring classes. The following address was read and adopted:
To the members of the Labor Protective organizations of New Orleans and our fellow-laborers in general:
You have each and every one of you seen the necessity of a thorough and compact organization as a body of laborers. All fine-spun theories to the contrary notwithstanding, you have learned through bitter experience that it is only through an effective organization that your individual rights are respected. You understand that in union there is strength, and that in such strength of union you command respect. You understand as well that without such organization, you sink, at once, to the level of mere hewers of wood and drawers of water; beasts of burden, to come and go at the will of a master. The necessity, therefore, of protective organization in the various divisions of labor, you have learned in the school of experience. It is needless as a consequence to tell you of their importance. Organization is the watchword of the day. It is being rapidly effected on every hand. In not a few of the many divisions of labor it has already, to no little extent, solved the problem of the relations of capital and labor.
It must solve as well the status of the laborer in the field political. To be effective it must be thorough. To be successful, too, it must be founded in proper principles of justice and equity. We must be prepared to meet capital upon fair and liberal grounds. We must be prepared to concede all that is just and equitable in our political relations. We must, at the same time, on either hand, be fully prepared to enforce the same rule in our own behalf. Thus prepared, we must demand nothing, concede nothing, outside the proper limits of the rule. With such preparations, and such safeguards of principles, we are certain of success.
As members of the body politic we are called upon to prepare for a coming political campaign. The campaign is one in which we are vitally interested. It is one in which we are to join hands in the selection of a new General Assembly. It is one too, in which we are to select our Representatives for the national Congress.
Here, then, is an issue that immediately concerns us all. It is one of vital importance to all of our various labor organizations. It is one that affects materially each and every individual laborer. We are charged with being the political tools of unprincipled demagogues and adventurers. We can afford to rest under the imputation no longer. We must be true to our State, to our principles, and ourselves. We must select true representative men. This is of the utmost importance in choosing members of the General Assembly. It is particularly so in our selection of Representatives in Congress. We must see that our interests are represented by men who are identified with our interests; men who have been tried and not found wanting; men, in fact, in whom we know we can trust.
As such a one we would present for your consideration the name of General T. Morris Chester. In point of ability and general fitness he will be recognized as unexceptionable. As our especial champion in the prosecution of several civil rights cases in behalf of laboring men in our local courts he has endeared himself to all. We would earnestly recommend him to your consideration as a fitting man to represent our interests in Congress. We would solicit at his hands that he devote himself to the coming campaign as our especial candidate. We would ask of you, one and all, that you seek, individually and in your united strength, to secure his election. We would call out General T. Morris Chester as our especial candidate for Congress from the second congressional district.
A committee was appointed to wait on General Chester and inform him that he was chosen as the champion of the laboring interests and requesting his presence. During the absence of the committee the meeting was addressed by P. E. Bechtel, Esq., whose good counsel in the laboring interests were heartily received.
Mr. Chester was subsequently introduced and enthusiastically received. Addresses were made by Major J. W. Quinn and Mr. Ambrose, and the meeting adjourned.
ap8 1t H. H. HILL, Secretary.

BUSINESS CARDS.

T. J. FARRELL,
GENERAL COLLECTOR AND REAL ESTATE AGENCY.
Orders left at Billiard Depot,
No. 162 Common Street,
Between St. Charles and Carondelet streets.
Promptly attended to. mh16 1m

NOTICE ..... **NOTICE**
DR. ALLEN, DENTIST,
Office and Residence No. 193 Canal street.
Teeth made in every style at greatly reduced prices.
Teeth extracted without pain by the use of gas or chloroform.
Teeth filled with gold so as to prevent further decay. All operations will be done in the best manner possible. fel7 1y

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 3m No. 132 Camp street.

FOR RENT.

TO RENT—A COTTAGE HOUSE NO. 469 ST. Andrew street, between Rampart and Franklin streets, containing three rooms and kitchen. Rent per month, $15. Apply on the premises. jal1

STEAMSHIPS.

STATE LINE STEAMSHIP COMPANY.
LIMITED.
The following new first class, full-powered Clyde built screw steamships are intended to sail regularly between NEW ORLEANS and LIVERPOOL and GLASGOW and NEW YORK:

	Tons.
STATE OF LOUISIANA, Captain Stewart	3000
STATE OF MINNESOTA, Captain Hamlin	2900
STATE OF ALABAMA, Captain Flint	2400
STATE OF PENNSYLVANIA, Captain Brace	2500
STATE OF VIRGINIA, Captain Sadler	2500
STATE OF GEORGIA, Captain Cooper	2500
STATE OF NEVADA (building)	2500
STATE OF FLORIDA (building)	2500
STATE OF DAKOTA (building)	2500

The steamer
STATE OF MINNESOTA,
Will sail from New Orleans for Liverpool, direct. Will receive and sign through bills of lading to Havre, Bremen, Hamburg, Antwerp, Rotterdam, and all continental ports.
Return tickets issued available for TWELVE MONTHS, at reduced rates, and through tickets to all parts of the United Kingdom and Europe.
A stewardess and surgeon are attached to each steamer; no charge is made for attendance and medicines.
Money orders granted free of charge.
Prepaid emigration tickets issued here to parties desirous of sending for their friends.
These vessels cross the bar at all times without detention.
For freight or passage, having superior accommodations, apply to A. K. MILLER & CO.,
se14 No. 29 Carondelet street, New Orleans.

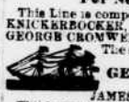
LIVERPOOL AND NEW ORLEANS LINE OF STEAMERS.
BUILT EXPRESSLY FOR THE NEW ORLEANS TRADE.
THE MISSISSIPPI AND DOMINION LINE.
FIRST CLASS POWERFUL SCREW STEAMERS

	Tons
ST. LOUIS, Captain Reid	1827
MEMPHIS, Captain Mellon	2566
MISSISSIPPI, Captain Wrake	2500
VICKSBURG, Captain Roberts	2500
TEXAS, Captain Laurensen	2500
DOMINION, Captain Bouchette	3000
ONTARIO, Captain French	3000

For Liverpool Direct.—The steamship
VICKSBURG,
ROBERTS, Commander.
Will leave on or about April—,
From her wharf, foot of Jackson street, Fourth District. Will receive and sign through bills of lading to Havre, Bremen, Hamburg, Antwerp, Rotterdam, and all continental ports.
Parties desirous of sending for their friends can purchase prepaid emigration tickets here. A reduction allowed when applied for in groups.
For freight or passage, having superior accommodations, apply to SILAS WEEKS & CO.,
No. 48 Carondelet street.
Managing owners—FLINN, MAIN & MONTGOMERY, No. 12 Lancelot Hey, Chapel street, Liverpool. jal0 1y

MERCHANTS' STEAMSHIP LINE.
For New York.
Comprising the first-class steamships:
GENERAL MEADE ..... A. W. Sampson.
WESTERN METROPOLIS ..... H. S. Quick.
EMILY B. SOUDER ..... B. F. Burdeck.
MISSISSIPPI ..... M. B. Crowell.
UNITED STATES ..... M. Howes.
Sailing from New York every SATURDAY.
FOR NEW YORK DIRECT.

The steamship
GENERAL MEADE,
A. W. SAMPSON, Commander.
SATURDAY, April 11, at 8 A. M.
will leave her wharf, foot of Jefferson street, on
These steamers have superior accommodations for passengers.
Cabin passage $50
Steerage 25
Bills of lading signed through to Liverpool, Glasgow, Bremen and Hamburg.
Through Tickets for First Class and Steerage Passengers for Liverpool and the Continent, connecting with Guion's Line of Steamers, sailing from New York every WEDNESDAY.
For freight or passage, apply to
JOHN H. LUDWIGSEN, Agent,
No. 180 Common street.
The steamship EMILY B. SOUDER will follow, leaving SATURDAY, April 18, at 8 A. M. ja4

THE CROMWELL LINE.
For New York Direct.
This Line is composed of the Steamships
KNICKERBOCKER, NEW ORLEANS, CORTES,
GEORGE CROMWELL, GEORGE WASHINGTON.

The steamship
GEORGE WASHINGTON,
JAMES WHITEHEAD, Commander.
Will leave her wharf, foot of Toulouse street, SATURDAY, April 11, at 8 A. M.
Passage ..... $50.
Freight for Liverpool, Bremen and Havre taken by this line, and through bills of lading given for the same. For freight or passage apply to
ALFRED MOULTON,
ja7 No. 41 Carondelet street.

FOR HAVANA, VIA CEDAR KEYS AND KEY WEST.
United States Mail Line.
Steamships
WILLIAM P. CLYDE, EMILIE,
MARGARET, LAVACA.

The New Orleans, Florida and Havana Steamship Company will dispatch one of the above first class steamers from New Orleans to Havana
Every Wednesday,
Touching at Cedar Keys and Key West, and connecting with steamers for Apalachicola, St. Marks and Tampa.
RATES OF PASSAGE.

	To Key West.	To Cedar Keys.
Cabin	$40	$25
Steerage	20	12

Through bills of lading issued to all points in Florida, including Tampa, and to New York, Charleston and Savannah.
None but the company's bills of lading signed, and none signed after sailing of the steamer.
Splendid passenger accommodations, and through tickets given to above points.
No freight received without permit from the office.
For freight or passage apply to
I. K. ROBERTS, Treasurer,
ja16 No. 120 Common street.

BREMEN.
North German Lloyd.
STEAM BETWEEN BREMEN AND NEW ORLEANS VIA HAVRE, SOUTHAMPTON AND HAVANA.

The steamships of the North German Lloyd will resume their regular trips next fall, as follows:

	From Bremen.	From New Orleans
KOELN	November 4.	December 7.
STRASSBURG	November 18.	December 20.
HANNOVER	December 2.	January 4, 1874.
FRANKFURT	December 16.	January 17.
KOELN	January 13.	February 15.
STRASSBURG	February 3.	March 8.
FRANKFURT	March 24.	April 25.
STRASSBURG	April 14.	May 16.

Further days of departure will be advertised hereafter.
The steamers touch outward at Havre and Havana, and on their home trips at Havana and Southampton to land and receive passengers and freight.
PRICES OF PASSAGE.
From Bremen, Southampton or Havre, to Havana or New Orleans.
Cabin ..... $150 gold.
Steerage ..... 40 gold.
From New Orleans or Havana to Southampton, Havre or Bremen.
Cabin ..... $150 gold.
Steerage ..... 35 gold.
From New Orleans to Havana.
Cabin ..... $35 gold.
Steerage ..... 15 gold.
Passage tickets from Bremen, Southampton or Havre to New Orleans issued by the undersigned.
For particulars apply to
ED. F. STOCKMEYER & CO., Agents,
an3 1y No. 42 Union street.

BUSINESS CHANGES.

DISSOLUTION OF COPARTNERSHIP.—The partnership heretofore existing between the undersigned, under the name of DOIZE & GAINES, was dissolved December 31, 1873, by mutual consent.
Mr. Doize will attend to the liquidation of the late business, and continue the note, stock and exchange brokerage for his own account.
A. J. DOIZE,
H. D. GAINES.
New Orleans, April 4, 1874. ap8 3t*

PERSONAL.

F. STERNBERG.—CALL AT SAME PLACE and see CLERK. ap8 1t*

POUND NOTICES.

DEPARTMENT OF POLICE,
New Orleans, April 2, 1874.

WAS BROUGHT TO THE THIRD DISTRICT Pound, corner of Urquhart and Spain streets—
ONE BAY MARE PONY, eleven hands high, both hind legs white.
Which, if not claimed within five days, and the expenses thereon paid, will be sold at public auction, at said pound, on WEDNESDAY, April 8, 1874, at twelve o'clock M.
R. BREWSTER, Admin'strator.
No. 50—ap3 td

High Water and the Levees.

These subjects are still disagreeably prominent, and the weather man states that the river here is only one inch below the high mark of 1871. This is disagreeable, made doubly so by disappointment in not seeing the water fall, as was reported it had. River water is running in almost all the street gutters and people look at the muddy fluid with scarry eyes. The danger at Camp Parapet is not past, for water is seeping through the levee in an uncomfortable volume. Now if we had the protection levee and lake shore revetment completed people would not feel so unpleasant or so eagerly ask the news from Camp Parapet.

At the Levee Company's office the only news yesterday was from the Bayou Lafourche crevasse, which has grown into ugly proportions, being, at last advices, 150 feet long. This break is about three miles below Thibodaux, on the east bank, at D. Jameson's plantation. The water is of course pouring out at a great rate, and a portion of it flows into the Des Allemands. Several plantations are overflowed, but the crops will not be entirely destroyed if the crevasse is immediately closed. The break is so extensive as to be beyond the control of planters in that section. Now the skill, tools and labor of an organization will be required to close the opening.

Our river front wears a threatening aspect, but as yet nothing like a crevasse has occurred. Steamboats, especially the large ones, should be careful when passing near shore. A slow rate of speed is desirable just now. Will the captains stick a pin in this paragraph?

The Richland *Beacon*, printed at Rayville, says:

The overflow came to town on Sunday morning last, and continued to spread very rapidly for about two days, since which time it has been gradually rising at the rate of about two inches every twenty-four hours. The latest intelligence we have from streams above is not very encouraging, though it is generally supposed that the water will soon subside, if the weather continues favorable, as it now is, and the ice don't commence to melt before the "father of waters" begins to decline.

The Billiard Tournament.

There was but a scant attendance last evening at the Crescent Club Room to witness the third and fourth games of the tournament. Messrs. Arthur Coste and Frank Maggioli opened the evening's play by a contest at French caroms, played on a five by ten table. Both players played much below their usual force, the highest run made being that of forty seven, by Maggioli, in the forty-seventh inning. The game, after dragging drearily for upward of two hours, was finally won by Maggioli, in the fifty-fourth inning. Winner's average, 3 19-29; loser's average, 2 50-53.

The second game was a four ball game at 300 points, played on the same table, between Messrs. A. E. Hoa and Louis Abrams. This was a very close and interesting contest. At the start Mr. Hoa took the lead, and on the fifth inning marked 55 to Mr. Abrams 6. On the tenth inning Mr. Abrams made a run of 77, the score now standing Abrams 95, Hoa 74. The play was now quite graceful and exciting, Mr. Abrams maintaining his lead up to the twenty-sixth inning, the score then being Hoa 261, Abrams 269. On the twenty-ninth inning Abrams again came to the fore, his string marking 279 to his opponent's 270. On his thirty-first inning Mr. Hoa counted up 24, which left him only 6 to go. The score of Mr. Abrams showed 280, but that gentleman failed to count, missing what is to him ordinarily an easy shot. Mr. Hoa then terminated by making six very pretty shots. Winner's average 9⅜.

This evening there will be a contest at French caroms, 200 points up, between Messrs. Maggioli and Henry Miller; also a four ball game, 300 points up, between Messrs. Hoa and Coste.

McComb City.

In the New York *Graphic*, of April 2, the whole of pages 240 and 241 is devoted to a series of pictures of the principal buildings, machine shops, etc., lately erected in McComb City. The sketches from which these illustrations were copied were taken by that talented young artist, Mr. Philip G. Cusachs.

Mr. Cusachs, it will be remembered, furnished the sketches of our Carnival and Mystic Krew procession for the same paper.

Accompanying the illustrations in the same issue of the *Graphic* is a very interesting letter from Observer, the special correspondent of the paper. A full description of McComb City is therein given. We commend the perusal of this letter to all immigration societies, to all mechanics and artisans, and to all who are desirous of obtaining a homestead in a locality possessed of a delightful climate and the most abundant resources.

Half fare rates for those prospecting or settling can be arranged by application to M. B. Hillyard, secretary of the Mississippi Valley Company, McComb City, Mississippi.

$10 will buy a whole ticket
$10 will buy a whole ticket
$10 will buy a whole ticket
$10 will buy a whole ticket
$10 will buy a whole ticket
In the Louisiana State Lottery drawing.
In the Louisiana State Lottery drawing.
In the Louisiana State Lottery drawing.
In the Louisiana State Lottery drawing.
In the Louisiana State Lottery drawing.

VALUABLE IMPROVED REAL ESTATE AT AUCTION BY THE SHERIFF.—Particular attention is called to the sales at auction to be made this day, at noon, at the Merchants and Auctioneers' Exchange, Royal street, by the sheriff of the parish of Orleans. Said sales comprise:

1. Two lots of ground, with all the buildings and improvements thereon, situated in the Fourth District of this city, on Annunciation street, between Second and Third streets.

2. And two lots of ground, with all the buildings and improvements thereon, situated in the Second District of this city, on Dumaine street, between Robertson and Claiborne streets.

For full particulars and terms see advertisements.

STATE BONDS AND STATE WARRANTS.—Placide J. Spear, auctioneer, will sell at public auction, at 12 M. this day, at the Merchants and Auctioneers' Exchange, for account of the succession of Royal A. Porter, a valuable list of State bonds and State warrants. See advertisement in auction columns for particulars.

The Howard Inquiry.

The investigation of the official relations of General O. O. Howard, has consumed sixteen days. April 2, Mr. H. C. Harman, a clerk in the department for twelve years, testified that from 20,000 to 30,000 complaints were received from white soldiers and about 3000 from colored. One case of mistake was where a voucher was signed with a mark and the rightful claimant sent a letter signed with his full name. A New Orleans agent named Jones, was supposed to have been guilty of identifying false claimants.

Colonel Edgar C. Beman testified that as agent for New Orleans he had to exercise his own judgment in identification. He had paid 4321 claimants and been deceived in two cases and lost the money, but was afterward reimbursed. In only one case money had been paid by any one except a government officer, and that was at the claimant's request.

Mr. Simms, chief clerk of second auditor's office, identified a number of vouchers General Balloch rendered. General Howard's approval was on the abstracts, one having 2992 vouchers with it. No charges were made till all accounts were rendered.

Some credits have been placed to General Howard's account, which will reduce the balance apparently against him, which may be now $3000 or $4000, should a final statement now be made.

The judge advocate moved that the Secretary of War be requested to constitute commissions to take affidavits and all necessary testimony.

Important to Masters of Vessels.

Secretary Richardson has published a circular directing officers of the customs to retain hereafter every original certificate of the payment of tonnage tax which may be presented by the master of any vessel, to prove payment within the year, and in its place to issue to said master a copy of the certificate, authenticated by the hand and seal of the collector or the chief officer of the customs, and endorsed as follows:

"Copy of certificate surrendered to me, ——, 187-, at ——, —— ——, Collector."

The original certificate thus withdrawn will be transmitted to the first auditor of the treasury at the end of every month.

To prevent fraud duplicate certificates of the payment of tonnage tax will not be given for any purpose without special permission in each case from this department.

Army Promotions.

The President has sent the following nominations into the Senate: Captain Guido Ilges, Fourteenth Infantry, to be major Seventh Infantry; Captain Alfred L. Hough, Thirteenth Infantry, to be major Fifteenth Infantry; First Lieutenants B. H. Rogers, Thirteenth Infantry, and John P. Willard, Fifteenth Infantry, to be captains; Second Lieutenants J. A. Lundeen, Fourth Artillery, Rogers Binnie, Jr., Thirteenth Infantry, W. W. McCammon, Fourteenth Infantry, and Thomas B. Briggs, to be first lieutenants.

Captains Ilges and Hough have held that rank for thirteen years, both having been appointed at the beginning of the war from civil life. The former is a German, and becomes the only one of that nationality holding the grade of major of infantry in the army.

Personal.

Congressman J. Hale Sypher, who has been among his constituents for some weeks, has assiduously employed himself in collating data bearing upon the proposed improvements of the mouth of the Mississippi river. He was the introducer of the Fort St. Philip canal bill in the House, and is prepared to make a stubborn fight for that enterprise. He will leave on Saturday for Washington, prepared to take part in the discussion that is to take place on the twenty-first instant on the subject of the Mississippi outlets, and we believe our interests will be ably championed.

Death of Senator Daigle.

We regret to announce the death, which occurred on Friday night, at his home in the parish of Lafayette, of Hon. Francis Daigle, for the past four years a member of the State Senate, at the age of forty-seven years. The Senator had not been in good health for some time, although he remained in his seat up to the adjournment of the Legislature, zealously guarding the interests of his constituents. He was a man possessing a high sense of honor, and won the esteem of all his associates, irrespective of political considerations.

Mrs. Van Cott.

Large audiences crowd Ames' Church every night to listen to this lady. Her fervid pleadings reach every heart, while her bold denunciations of wrong-doing have aroused many slumbering consciences. Yesterday a goodly number met at the midday "praise and promise meeting," and seemed to enjoy the somewhat novel exercises.

Mrs. Van Cott will hold a prayer meeting in Ames' Church each day this week at 11:30 A. M., and preach every evening at 7:30 P. M.

The Temperature.

The thermometer at Louis Frigerio's, No. 50 Chartres street, on April 7, stood as follows: At 8 A. M., 73°; at 2 P. M., 73°; at 6 P. M., 65°. Lowest point during the night of April 6, 65°. Rain during the day of April 7, one inch and two-tenths.

THE GREAT JACKSON ROUTE.—Travelers should be impressed with the fact that the best route is the one that has the most advantages to insure speed, safety and comfort to the voyager when en route to his destination. The Jackson railroad is a leading trunk route, and has but one change to New York, Philadelphia, Baltimore and Washington, and makes close connection with all the leading railroads of the North, East and West. Through cars to Chicago and St. Louis. Pullman palace cars on all night trains. The morning train leaves at seven o'clock and the evening at five o'clock and fifty-five minutes.

Remember the eighteenth of April,
Remember the eighteenth of April,
Remember the eighteenth of April,
Remember the eighteenth of April,
Remember the eighteenth of April,
When the Louisiana Lottery will be drawn.
When the Louisiana Lottery will be drawn.
When the Louisiana Lottery will be drawn.
When the Louisiana Lottery will be drawn.
When the Louisiana Lottery will be drawn.

AMUSEMENTS.

St. Charles Theatre.

Miss Lillie Eldridge made her second appearance at this theatre last night, repeating her personation of *Olive Varcoe*, in the drama of that name. It should be remembered that this is the last week of the season at the St. Charles. To-night the play of "Alma, or Held in Bondage," will be produced, with Miss Eldridge in the character of *Alma Tressilian*. This play was adapted for her by Mr. Fred. Marsden, from the Ouida story of "Granville De Vigne," and it is one far above the average play of the present day. The story, with all of its unreality, is still a good one, and deals with cultured and refined people. The play embodies the salient points of the story, and in it are shown its leading characters.

Alma is Miss Eldridge's best character, and she has received high praise for her natural acting of the character. It is this same naturalness that, in an unpretending way, makes her, in one sense, a great actress. In her is none of the cold and classic stateliness of Miss Bateman, or the mechanical stage business of the Bowers or Western school. For this thoughtless playgoers have not unfrequently deemed her tame, and wanting power. On the contrary, it is strength and high art, and the actress who can identify herself with characters drawn from life, and conceal her art, must be considered a true artist. This is Miss Eldridge's secret and her success.

Grunewald Hall To-Night.

This evening will be given a grand vocal and instrumental concert at the above named hall for the benefit of St. John's Episcopal Church. For a list of the good things, to be served up in a musical way, we need only refer to the programme published in another colnmn. Miss Lena Little, an accomplished young vocalist, too seldom heard in the concert room, and others with initials standing for their names, will lend their aid, also Mr. W. E. Cooper, basso, and Mr. Charles C. Tracey, the sweet-voiced tenor of Christ Church. Added to these will be the violin performances of Mr. Marks Kaiser, who has volunteered for the occasion. If the storm king will kindly stay his hand, the hall will be well filled.

The Opera.

To-morrow evening M. Gueymard takes a benefit. As already announced, Meyerbeer's grand opera, "Les Huguenots," will be produced. M. Van Huffilen, the celebrated basso, has kindly offered his services for this occasion only. He will appear in the part of *Marcel*—a role which is with him a speciality and in which he is unusually effective. M. Gueymard will, of course, appear as *Raoul*. M. Devoyod, for this time only, will appear as *St. Bris*, M. Lourde as *Nevers*. Mlle. Gabrielle Moisset will appear for the first time as *Marguerite*. Mme. Fursch-Madier takes the character of *Valentine*, Mlle. Carini that of the *Page*.

For the matinee performance to-morrow we will have Halevy's opera in three acts, "Les Mousquetaires de la Reine."

How Things are Done in Matamoras.

Our readers will remember the excitement produced some months ago by the defalcation and absconding of the city treasurer of Jersey City, his subsequent appearance in Texas, and his giving of immense bribes to be placed in safety across the Rio Grande. The sequel we copy from a New York paper:

Police Inspector Murphy, who seven weeks ago started from Jersey City in pursuit of Hamilton, the defaulting city treasurer, has returned. He says that Hamilton is in Matamoras, under the protection of Cortina, the mayor of that city, but sick, destitute and penniless. He has been robbed of all his money, the stolen $47,000 in bonds are in the possession of Cortina, and he owes Happy Jack, the man with whom he is boarding, $60 for board.

Cortina refused to deliver him to Murphy or the United States authorities, and when reminded of the treaty between this government and Mexico, coolly announced that he was aware of it, but it was of no account. In an interview with Murphy, Cortina proposed to let him see and talk with Hamilton for $500, and said he would agree to put the fugitive on the American side of the river for $10,000. He also proposed to sell the stolen bonds to Murphy for thirty cents on the dollar. When the extradition papers were served on him and a demand made for Hamilton's surrender, the official denied that he knew anything of him or his whereabouts. Judge Trerino, the chief judicial officer of the city, and General Christo, the commandant of the Mexican forces, said they were powerless to secure the capture of Hamilton in opposition to Cortina's wishes, and added that their lives would be in danger if they opposed him. Judge Trerino ordered General Christo to take the forces under his command and arrest Hamilton. Christo sent word back that if Trerino wanted his orders executed he could take the forces and execute them himself. The inspector attributes his failure to secure Hamilton to the absence of law and order in Matamoras, and to the inability of the United States authorities to enforce the terms of the extradition treaty. He telegraphed the facts to Secretary Fish, but receiving no reply after the lapse of five days, he started for home.

Sumner and Hoar.

A letter from Mr. James Redpath, which the Boston *Globe* publishes, contains the following remarkable statement:

At least, up to midnight, yesterday, or as far as I could ascertain, no one in Boston could authoritatively say that Judge Hoar is in favor of Charles Sumner's civil rights bill, although the insolent rabble in broadcloth who are insisting that he is the only man worthy to be the successor to the vacant chair, have industriously insinuated the belief that he was selected by the great Senator as the champion of his beloved measure. Less than ten days before Charles Sumner died, he stated that Judge Hoar was still opposed to his civil rights bill; and when asked on what grounds that gentleman based his opposition to it, he repeated the reasons that Judge Hoar gave for believing it to be unconstitutional, and his own replies thereto. There is at least one member of the Legislature who knows this fact. Has he reasons to believe that Judge Hoar is converted, or is still unconverted? Has he written to Judge Hoar about it? Did Judge Hoar refuse to reply, or did Judge Hoar dodge the direct question? The public have a living interest in these questions; and if their representatives evade their duties and conceal the truth, they must be called to account for it in public. The anti-slavery element of the Republican party in Massachusetts cares nothing—or cares very little—about Hoar, or Dawes, or any other politicians; but it does care, very much indeed, to see Charles Sumner's last and crowning work enacted into national law. And they do not care to learn from a Senator's future vote, or a politician's present scheme, that when Charles Sumner, dying, asked Judge Hoar to take care of his civil rights bill, he was making his last and a saintly effort to secure a doubtful vote for the negro rather than bequeathing a sacred legacy to a trusted ally."

A Losing Grange.

The grange at Rienzi, Mississippi, received last week from Liverpool the sum of $5000 in gold in return for cotton shipped there on account of its members, the result of which experiment proves to be a serious loss. Had the cotton been shipped to Memphis the realization in currency would have purchased over $5090 in gold. It is evident the zeal of the Grangers is leading them into serious errors, besides which there are many of our country friends who seem to have no appreciation of the relation of greenbacks and gold to one another. For example, one of the members of the above grange, wishing more gold than his proportion of the shipment spoken of, paid another member $50 in currency for $40 in coin. In Memphis he could have bought the gold for $44 80.—*Memphis Avalanche.*

BY TELEGRAPH.

DISPATCH FROM GEN. THOMPSON

THE THIBODAUX CREVASSE

Two Thousand Acres of Cane Destroyed

TWO HUNDRED FAMILIES AFFECTED

[Special to the New Orleans Republican.]

LAFOURCHE, La., April 7, 1874.

The crevasse near Thibodaux will probably destroy 2000 acres of sugar cane and injure 200 families in the Chupeck, Shack Bay, Bayou Heron and Baton Pilon settlements. Railroad not hurt.

M. JEFF THOMPSON.

CONGRESS.

Senate.

WASHINGTON, April 7.—Senator Sherman, from the Finance Committee, reported back many financial bills, and asked to be discharged from further consideration, as the action of the Senate yesterday had covered all legislation regarding them. It was so ordered.

Senator Morrill, of Vermont, from the Finance Committee, reported adversely the bill to provide for free banking and specie resumption. He said that he regretted to make this unfavorable report, which he did by order of the committee. He would not undertake to disclose what took place in the committee, but it is well known that committees are made up of odd members and in one of seven members, where three favored the bill, and three opposed it, with the seventh member a little mixed, the report had to be unfavorable.

In view of what had taken place yesterday the adverse report was very appropriate. He asked that the bill be placed on the calendar.

Senator Scott, from the Finance Committee, reported adversely on the bill to refund the internal revenue taxes erroneously assessed and collected. Placed on the calendar.

Private bills occupied the balance of the day.

House.

The Committee on the Revision of Laws reported a bill for a circuit court for Northern Alabama. Ordered printed and recommitted with the privilege to report at any time.

Currency occupied the balance of the day.

WASHINGTON.

Cabinet Meeting.

WASHINGTON, April 7.—There was a full Cabinet meeting to-day, except Secretary Belknap. The session was unimportant.

Senator Edmunds.

Senator Edmunds was in his seat to-day. His short sojourn in Florida has improved him in appearance, and in other respects. He will not be so hostile to the South hereafter.

Nominations.

Commodore William E. LeRoy to be Rear Admiral; Edward Downey, postmaster, Brownsville, Texas; William Jones, postmaster, Dallas, Texas.

Confirmations.

McKenna, postmaster, Shreveport; Griffith, postmaster, Fredericksburg, Virginia; Freeman, postmaster, Lexington, Virginia.

The South Carolina Case.

By request, the delegation from the Republican organization in South Carolina appeared before the President to-day, in reply to the charges made by the memorialists from the taxpayers' convention. They were accompanied by both the Senators from that State and a part of the congressional delegation. L. C. Carpenter, of the *Daily Union*, spoke for the delegation, and answered the taxpayers in an address of about fifteen minutes duration.

The President listened attentively, and at the close of Mr. Carpenter's remarks, said the answer appeared to be full and conclusive. He also said he had not been correctly reported in his remarks to the other delegation. The delegation claim their reception to have been all that could be desired. They also visited several of the heads of departments, and will appear before the Judiciary Committee of the House on Wednesday.

James River and Kanawha Canal.

General A. A. Humphrey, chief of the engineer's department, in transmitting to Congress the report of the board of engineers appointed by order of the Secretary of War to examine the James river and Kanawha canal project, says: This board was organized with the addition of an eminent civil engineer of Baltimore, B. H. Latrobe, as a member at the request of Senator Davis, of West Virginia, one of the senate committee on transportation routes to the seaboard, in order to comply with the desire for proposed water line to secure such additional evidence in regard to the cost of the entire canal, the water supply of summit level, the probable time required to complete the work, and other questions involving its practicability, as would place all these matters beyond doubt in the public mind. The points have been so ably presented and discussed by the board that I have nothing to add further than to express my concurrence in the views of the board.

The board consisted of Colonel J. G. Barnard, Lieutenant Colonel J. A. Gilmore, Major W. P. Craighill, Major G. Weitzel and Lieutenant Thomas Turtle, all of the army engineer corps, and Benjamin H. Latrobe, civil engineer. They commenced their labors in Richmond on the fifth of last February, and after a thorough examination of the route from Richmond to the Ohio river at Point Pleasant, and a discussion of the general subject, have unanimously arrived at the following conclusions:

First—That it is entirely praticable to connect the waters of the James and Ohio rivers by a water navigation of seven feet in depth. The tunnel that will be required would be about the same length as the Mount Cenis tunnel, but it would go through rock very easily excavated, and could be driven from shafts of moderate height, and at distances seldom exceeding one mile.

Second—That an ample water supply can be commanded.

Third—That the tunnel should be a single tunnel, with turnouts provided in sufficient number to admit of vessels passing.

Fourth—That the proposed water line can be completed in six years at a cost not exceeding $60,000,000, and that the cost may reasonably be expected to be within $55,000,000, and may possibly not exceed $50,000,000.

Lastly—That in the opinion of the board this route presents extraordinary claims as to the measure of relief to the population of the Western States in furnishing them for their bulky productions cheap transportation to a market, and for fostering the commer