

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, APRIL 17, 1874.

To make a fire not keep it cooled. A sign of the times—signing the temperance pledge.

If a lady faints at sight of a man you must bring her two. Caroline Richings is giving old folks, or coturne concerts, in Chicago.

It is asserted that Vinio Ream has never made a better boat than her own. A true convert is like a treadmill, because its turning is the result of conviction.

Macon, Georgia, has an ice factory capable of making six tons of ice every twenty-four hours. Champagne wine, made from the orange, has been invented by a man of Jacksonville, Florida.

It is unnecessary for orators, in addressing an audience, to say "gentlemen and ladies," for "gentlemen" always embrace ladies.

North Carolina claims to be the only State in the Union which produces every article enumerated in the census of 1870.

Suppressing the cock-pits of the City of Mexico is the substance of one of the complaints made against the Mexican Governor.

Darwin finds another link in the mulberry tree, because the tree in time becomes a silk dress, and a silk dress becomes a woman.

Russia is about to adopt a conscription law which, it is thought, will bring the strength of the army up to 2,000,000 within fifteen years.

An observing man has discovered a similarity between a young ladies' seminary and a sugar house, as both refine what is already sweet.

The Persians believe that all diamonds fell from heaven during the earliest stages of the world, and are therefore entitled to religious veneration.

The Philadelphia Evening Telegraph has commenced the publication of Victor Hugo's "Ninety-three," translated expressly for its columns, it claims.

Alexander Dumas speaks of Mlle. Desclée, the dead actress, as "that pretty little Parisian girl, born in a peal of laughter, evaporated in a tear."

A Michigan man recently dreamed that his aunt was dead. The dream proved true. He tried the same dream on his mother-in-law, but it was not a success.

The St. Louis Journal notes "a black-mailing newspaper doubtless furnishes the most striking example of realizing a comfortable interest on a very little principle."

The Sultan of Turkey has received a compliment for which he should pay roundly. "Vice," says a writer, "has not brightened this man's face, or even made it unkindly."

France has imposed a supplemental tax of four francs a hundred weight on imported salt meats. This will somewhat affect our trade relations with that country.

An exchange complains that many of its items appear in other papers without credit being given. Some of them are so bad that they can not be published with credit, and the scissor man is puzzled.

The New York Commercial Advertiser's joker writes: "Our friends in Connecticut have been talking loudly about sowing the seed of victory. They didn't so much for Buckingham." "Of with his head!" would have been Richard's order concerning such a reporter.

It was the witty remark of a witty man that the reason why the Lord planted the "big trees" in California, rather than anywhere else on the face of the earth, is because they are the only things of their kind in the world which correspond with the swelling feelings of the true American.

The Journal of Education thinks that Americans have a peculiar habit of using large words, and especially notices the assumption of the title of professor by men who, after a year's study in some normal school, or four years' course in a school or college, undertake to govern schools of twenty pupils.

"As I am a rather particular man," said a gentleman to a man he was about to engage as a coachman, "I shall expect you every evening to come to my house for a quarter of an hour to attend family prayer. I suppose you do not object?" "Why," answered the man, "I don't see much to say against it, and I hope you'll consider it in my wags."

London is literally built on a foundation of pipes. In some places it would be difficult to find room to lay another pipe. One gas company supplies two districts with nearly 400 miles of pipes. Then there are the underground telegraph pipes, and 2500 miles of drain pipes, the lead and iron pneumatic tubes, the sewers, the water pipes, and the underground railway.

England abolished slavery by act of Parliament, which took effect August 1, 1834. France abolished it in her colonies in 1848; Sweden in 1810-17; Denmark in 1848, and Holland in 1863. The United States commenced the work in 1861, and finished it in 1863. Spain will probably be the next nation to set the negroes free, and Brazil the last on this hemisphere.

It is a source of gratification to the traveling public to know that the Mobile line has so far withstood the perils of flood and storm, and takes its passengers through on time without any delays or transfers on account of high water or crevasses. This is the only line that runs Pailham palace sleeping cars to St. Louis, Louisville and Charlotte, and lands its passengers in these cities without change of cars.

Fastidious young wife says to Algernon, who, being devoted to science, makes her read all the scientific lectures and pamphlets to him: "Really, Algernon, all this about differential and integral calculus, and biostatistics, and biodynamics, and molecules, and concrete, and things, seems to me rather extraordinary. You can't generally accuse me of prudishness, but is this the sort of book that mamma would quite approve of my reading, love?"

THE PRACTICAL PILOTS—THEY GIVE EADS A VERY BLACK EYE.

As the REPUBLICAN has naturally better access to those who are to act upon the interests of Louisiana than those journals whose daily staple is the abuse of the Republican party and government, we make no apology for continued argument in favor of the outlet canal as the work upon which our merchants have bestowed their support.

The Pionnyer, emanating the New York Herald, has sent out a special commissioner, who visits the mouths of the river to obtain all definite information on the subject. A voyage in a tugboat to Pilot Town and back offers apparently a short period for disposing of such a subject, but as Stanley wrote a book larger and with more pictures in it than of Livingston, we suppose we must accept that tug excursion as a full solution of all the difficulties. Seeing, however, that the sole intelligence published is derived from the practical pilots who, "immediately upon learning what was desired of them," put in a written report, "carefully prepared" by them, it would seem the perils of tugging up and down the river might have been saved by publishing the pilot's manuscripts.

These folks constitute a class whose profession it is to find ships in trouble and navigate them to out of their difficulties for a consideration. Of this class, the Pilot commissioner takes it upon himself to say: They are likely to know more about the real difficulties than any score of civil engineers who might only pay a visit of a day. This last is an evident slap at Captain Eads, who is the only dry land engineer whose opportunities have been limited to "a visit of a day."

We propose to discuss this interview, and to show: 1. That the outlet of the river for twenty miles across is composed of what the commissioner has kindly furnished a word for, "slush." That this "slush" is uncontrollable. Of this "slush" the commissioner says:

The Mississippi runs in the last four or five hundred miles of its course, through perfectly level country, the banks of which, even at low water, are only a few feet above the river. These, growing lower and lower, about fifty miles above the mouth, cease altogether, which little land there is being a marsh, in which grows nothing but willows and grass, and which is about the consistency of slime or mush. After running some little distance further the Father of Waters branches out into five channels—Pass-a-O'Outre, South-east Pass, North-east Pass, South Pass and Southwest Pass—which all have run through this slimy substance and broken away. These are all shallow, more or less, and as they carry down on the water large quantities of the slush or mud in solution, when it meets the clear water of the sea, being heavier, it sinks to the bottom and deposits, forming the bars.

We accept this description. The total rottenness of this formation, together with the fact that to obstruct the outlet at any one pass is to force the river through some other, is shown by the following:

At Pass-a-O'Outre most of the vessels which had lain at the bar for some weeks, were being towed out, the water having suddenly out for itself a deeper passage than exists at Southwest Pass, which is some twenty miles distant, and which had been shoaled by the steamship Vandalia, which had been lying there some three weeks, creating a shoal.

We ask, if one grounded ship will effect such a change what will five miles of a dam do? 2. That these innocent mariners were influenced either by ignorance or prejudice in comparing the canal with the jetty. They say:

The canal if built, would be a failure. It runs through a slush just like the passes and will open into a clear sound which is full of quicksand and mud banks, which are constantly shifting and would afford no anchorage at all, and not a vessel could stay here half an hour even, leaving out altogether if she had to wait until she could get inside, which danger, together with shifting up and down quicksands, which could not be kept out of the bottom of the locks, would render it useless, even if built.

The foundation of the work should be sounded by engineers, and all know that it is such a professional diagnosis alone that will determine its practicability. It may be remarked, however, that there have been, for more than half a century, two heavy forts built on precisely the same foundation with the canal and that they still stand without a flaw in their walls.

With respect to the anchorage in the bay there have been, unfortunately for the pilots, men upon that shore whose authority is at least equal to their own. After the pacification of 1762 the British government held all the east side of the Mississippi river, except "the island of New Orleans." For several successive years the British admiralty conducted a hydrographical survey of the gulf shore thereby acquired, and Gould's chart, published by the admiralty, is still an authority. The soundings made in Breton bay more than a century since were found by the later examination of the United States engineers unchanged.

If, then, Buisson and Montaigne, Chase and Howell, confirming the labors of Gould, are to be set aside upon the contradiction of persons who do not appear to have made soundings at all, there is an end of all authority on the subject. As for anchorage, it has been explained by General Beauregard that the canal is an opening into a harbor of refuge, of which the city of New Orleans is the base and the forts the protection. We maintain, upon the authority quoted, that the anchorage in the bay is safe, and we can not consent that it shall be controverted unless by actual soundings. This statement of the pilots is based on ignorance or pressed in, and it is upon this that these experts pronounce "the canal, if built, a failure." This concession that it may "be built" is a good deal when contrasted with the subsequent assurance that the wing dams of Eads can not be built at all as he proposes them.

3. These sea eagles of Pilot Town assert the wing dams, as proposed by Mr. Eads, impracticable; but think wing dams might do at another place. Thus:

The jetties, in our mind, are a much more feasible plan, though if they were driven out to sea, they would be all washed away. This was, in fact, once tried; piles were driven down; some would strike a gravel bed about ten feet, and snap off; others would go down fifty feet before striking bottom and would jump

right up from the driver. This being found impracticable, the plan of nailing them together with cross revetments was adopted, but they stood only until the next storm, when the whole concern was washed away. Now, this is, as we understand, Captain Eads' present plan, and would, as it exists, be impracticable, because impossible. Now, this wholly contradicts the theory of Engineer Eads, "who paid a visit of a day," and also of Engineers Bayley and Fontaine, all of whom have affirmed positively and without reserve that those jetties will stand, as also that they can be extended with the delta. Those sea eagles who have little to do with the shore recommend that Captain Eads move his dams up above all the passes. They think "if he were to go to the head of the passes and then drive a line of pickets and piles across, directing the river into one of the passes, it might be much better." It is added:

Now, by going out to the head of the delta, and creating the river into this one, the main body of water flowing into it might cut out a channel for itself deeper than any other.

So the best position for the dam would be at the head of the passes. It is here that the sea eagles display their ignorance of the lauded interests of Louisiana. This head of the passes is about fifteen miles above the bar, and within a dangerous proximity to the whole rice and sugar lands of Plaquemines. It is proposed to dam the whole river at this point! What will our planters say to this? Naturally the men living at sea, like Mother Carey's chickens, care nothing for the Cubers ashore; but with our river leaking at every pore, with a hundred crevasses upon us, with the population standing guard day and night against the invading waters, our planters will protest against the Eads dams anywhere. It may add a foot or so of water on the river, and we have more that can be handled at present. Will Congress allow this experiment?

The result of this interview is then: 1. That the outlet canal can "be built," but will be "a failure" through want of anchorage. 2. That the jetties at the pass would be "impracticable, because impossible." 3. That a wing dam across the whole river, eight or ten miles below the canal, "might cut out a channel." From which we infer that Messrs. the Sea Eagles are satisfied with the impediments which exist at present, and have no special anxiety that the necessity of their invaluable services should be disregarded.

HYPERBOLE.

According to the green effusions of some of the young scribblers for the New Orleans press, nothing ever occurred worthy of note until recently. We have reached the same of excellence or misery in everything. Like young Adolphus in love, no man was ever possessed of such an all-absorbing passion, no woman ever so wildly loved as his adored one. All young men say this when they come to a certain stage, and all young girls believe them because they want it acknowledged that their charms can bring a young fellow out stronger than those of any other feminine.

Our young reporters carry their garden arbor hyperbole in their note books and write an account of a dog fight, a duel, or a charity concert in the same high, superlative key they pitch when they make love.

A reporter on one of the papers, in the course of a two column labor about a rather common place duel, shows the symptoms in the following assertion: Both gentlemen appeared upon the ground cool and collected, and when brought face to face, acted with unrivaled gallantry.

Now, we will concede the beligerents behaved very well, but that the annals of the code do not contain a case to rival this last one in the virtues of coolness, courage and gallantry, we utterly refuse to believe. All accounts agree in saying that both Colonel Rhet and Judge Cooley behaved admirably; also, Messrs. Phillips and Bienville. We will concede that the heroes of our young Bohemian friend behaved as well as gentlemen could, but deny the inference that no others ever did as well.

But it is not for the purpose of correcting the exaggerations of the lover or the reporter that we sat down. We have a class of politicians among us, professionals, who regard the loss of office as oppressive beyond all precedent. They fondly remember the time when they or their political friends and relatives monopolized all the public patronage. Al! those were the halcyon days. Then they could boast, indeed, that the power of the government was based upon the consent of the governed, excepting, of course, the outs, who had not votes enough, and the "niggers," who had none at all. Then the fostering care of the government was felt and appreciated when the monthly reminders came in from the treasury. No government was ever so fondly loved, nor had such faithful adherents, until a sort of quarrel sprang up on the slavery question, when every Adolphus in the South rushed to arms and went out gunning for his sweetheart. Miss Columbia has discarded these unfaithful lovers, and now there are none so unhappy. As no one ever loved as they did before the quarrel, so none are so miserable since they see hated rivals basking in the smiles of their mistress. Naturally they think the whole world is interested in their little business, and ready to rise at a moment's notice to avenge their wrongs. One of these discarded lovers, a veritable disciple of the hyperbolic school, thus pours out his griefs to a sympathizing world through the columns of the Bulletin:

They have time and again appealed for protection against redress for such outrages upon their rights of person and property. They have been counseled to forbear and wait yet a little longer, and the hope held out that justice would ultimately be awarded them. They are appealing now, for the last time, to the national government, and invoking its aid and interference to save them from further deprivations and impending ruin. Should this effort fail, then indeed our people are without hope, and it will devolve upon them to decide whether or not they will tamely submit and become wretches, or whether they will rise in their might, take the law in their own hands and drive the usurpers, and snuff out every oppressor beyond the confines of the State.

The discarded suitors have our sympathy.

pathy. Doubtless their miseries afflict them more than anybody else's ever did. Like the young lady who wondered that the elderly one should make such a fuss about having a tooth drawn—a mere trifle; when she came to undergo the same operation, thought her predecessor had not done justice to the subject. She could look with composure upon the sufferings of others, but when her turn came, like the Bulletin, she wanted to risk in her might and take the dentist by his soap locks. But she didn't; like the old lady, she wrapped her face in her veil and ran home.

The people have several times been asked to rise in their might, but it has always been to instal some one in a coveted office which he could obtain in no other way, and it may be proper here to remark, he never got at all. Because these eruptions in force never assumed greater proportions than a small pimple, which was easily put down. It is true that a few of the risers have found themselves in prison, whence they were dragged from their homes by myrmidons of the law. Now does the Bulletin want another disturbance? Are the Grant parish prisoners lonesome and do they want some more "peaceable citizens" captured, with arms in their hands and sent to keep them company? Experience has demonstrated that the Republicans of Louisiana can neither be outwitted, driven out, scared nor cheated. Hence it is silly to talk about deciding whether or not they will attempt to drive citizens out of the State. This has been a child's bugbear for fourteen years, but like a ghost, no one has ever seen it, at least when the Stars and Stripes were in full view.

THE OLD PILOTS.

A law recently passed gives the Governor power to appoint pilots. This he has done much to the disgust of the old fellows who have been in the habit of charging very high prices, with no abatement when they run a ship aground. The new pilots have put down the prices, and consequently get the most ships. The old ones complain of this, and are concerned because the new fellows "have no knowledge of the river." Never mind, old boys, if the new chaps "often run ships aground," and the owners can stand it, we ought to. Unfortunately, it is susceptible of demonstration that the very oldest head will sometimes strand a ship, when it is no consolation to the captain to know that he had engaged all the experience there was to be had in that region, and paid dearly for it, too. Such cheerful news will not float his ship nor abate the charges of the towboat company for working at his vessel during low water until the tide rises and lets her off. If sea captains choose to employ the youngsters, who are very apt to know more than the preposterously jealous old ones give them credit for, we do not see how it can concern third parties. It is high time some little competition were introduced at the toll gate at the mouth of the river, where it is customary to subject a ship to two pilots and as great an expense for towage as blundering can impose. We hope Governor Kellogg will give the young pilots a fair showing before he adopts the suggestions of the old ones to wipe them all out.

MARRIED.

GASTER-BOWERS. At the church of the Annunciation, by Rev. John Percival, on Friday evening, April 16, D. S. GASTER to Miss EMMA BOWERS, both of this city.

EXECUTIVE NOTICE.

STATE OF LOUISIANA, Executive Department, New Orleans, April 16, 1874. Whereas, I approved, on the twenty-eighth of March, 1874, an act relating to elections, No. 127, which act was promulgated in the official journal of April 18, and, whereas, it appears that another act relating to the same subject was passed during the last five days of the recent session of the General Assembly, which act is in many respects objectionable. Now, therefore, in order to remove all uncertainty regarding the approval and promulgation of said act, I hereby give notice that in no contingency will I hereby give approval or promulgation.

WILLIAM P. KELLOGG, Governor of the State of Louisiana.

FRESH VACCINE.

FOR SALE BY FREDRICKSON & HARTE, Druggists and Chemists, No. 119 Canal Street, Touro Building.

NORWEGIAN COD LIVER OIL.

AND PROSPECTOR OF LIME. May always be found freshly prepared at 139 Canal Street, No. 139.

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NOTICE.

To the Presidents and Members of Police Juries. STATE OF LOUISIANA, Executive Department, New Orleans, April 16, 1874. The unprecedented rise of the Mississippi river has rendered all the means provided for the protection and maintenance of the levees of the State entirely inadequate for the purpose, and serious disaster is threatened. It appears that extraordinary means are taken to meet the emergency. I recommend that you at once take such measures as may seem to you best for the protection of the levees in your own parish, taking care not to interfere, with any works which the Louisiana Levee Company may be prosecuting and co-operating with the engineers of that company as far as practicable. Any assistance that the State engineers can render you will be given.

Prompt, vigorous and concerted action may yet save many thousands of acres of cultivated lands from overflow. I earnestly urge that you at once take such measures in the direction indicated, and I doubt not the next Legislature will devise some means to reimburse your parish for the outlay you may incur. Very respectfully,

WILLIAM P. KELLOGG, Governor.

A CARD.

The grand drawing of the single number tickets, Louisiana State Lottery, will take place on SATURDAY NEXT, April 12, at twelve o'clock M., over the rooms of the company.

CAPITAL PRIZE \$20,000.

Only 10,000 Numbers. Tickets Only \$10. The public are invited to witness the drawing. The doors will be opened at a quarter to twelve o'clock M.

Entrance on Union street, April 12, 2p.

NOTICE TO TAX AND LICENSE PAYERS.

We will pay old State and City Taxes and City Licenses at liberal discount. JOHN KLEIN & CO., No. 33 Carondelet street, front office.

BUSINESS CARDS.

T. J. FARRELL, GENERAL COLLECTOR AND REAL ESTATE AGENT. Orders left at Billiard Depot, No. 162 Common Street, Between St. Charles and Carondelet streets. Promptly attended to. mh11m

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. All operations will be done in the best manner possible. mh11m

INSURANCE.

NEW ORLEANS MUTUAL INSURANCE COMPANY, Corner of Canal and Camp Streets.

FOURTEENTH ANNUAL STATEMENT.

In conformity with their charter, the company publish the following statement: Premiums during the year ending December 31, 1873:

On fire risks.....\$414,230 85 On marine risks.....191,131 32 On river risks.....42,274 56 Total premiums.....\$647,636 73

Less reserve for unexpired risks, December 31, 1873.....\$125,695 93 Less return premiums.....11,776 03-137,392 61 Net earned premiums.....424,929 92

Losses on fire.....\$182,079 97 Losses on marine.....67,128 88 Losses on river.....26,917 04 Expenses, taxes, etc., less interest account.....17,401 45 Commissions on agency business.....7,739 37

Rebate paid to the assured.....29,773 43 Semi-annual interest on capital stock.....97,960 94 Five per cent paid August, 1873.....25,000 00

Five per cent payable in February, 1874.....25,000 00-50,000 00-417,914 63 Reserved for unexpired claims.....\$3,261 75

The company has the following assets: Cash.....\$40,497 16 Bills payable.....15,777 16 Bonds, city and other.....125,900 00

Stocks, Gas Company and other.....87,814 50 Pledge and mortgage notes.....275,739 69 Premiums in course of collection.....106,270 62

Agency premiums for December.....3,599 79 Unearned account.....11,013 29 Loans account.....6,700 00 Branch office.....4,584 21 Louisiana Cotton Factory.....1,979 93

Property corner Canal and Camp streets.....29,688 77 Other real estate.....29,532 29 Due by insurance companies.....7,400 76 Total.....\$774,926 77

Depreciation.....97,960 94 Cash market value.....\$676,965 83

LIABILITIES.

Capital stock.....\$500,000 00 Unexpired risks.....125,695 93 Interest on capital stock, due in February.....25,000 00

Interest and dividends uncollected.....11,115 10 Claims unsettled.....3,261 75 Reserve, two and a half per cent on losses.....10,145 97

Total.....\$676,965 83 The above statement is a true and correct transcript from the books of the company.

J. W. HICKS, Secretary, J. T. TAYLOR, President. Sworn to and subscribed before me, this ninth day of January, A. D. 1874.

P. CHARLES CUVILLIER, Notary Public, No. 140 Gravier street, New Orleans.

The semi-annual dividend of five per cent, due first MONDAY in February, will be paid to the stockholders on and after that date.

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