

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

NEW ORLEANS, JUNE 4, 1874.

Breeches of trust—Pantaloons obtained on credit.

Shadows are like false friends. They follow you only in sunshine.

The oldest granger is the king of terror, the bony gentleman who bears a scythe.

A subdued glade is the hardest name St. Louis has yet been called by Chicago.

Will S. Hays, the song writer, is river reporter for the Louisville Courier-Journal.

Lemons are produced in abundance in Florida by engraving the sour orange tree.

Jean Ingelow says that "children receive the love of one generation and pay it to another."

Hiram Potter, Esq., collector of the port of Pensacola, favored the REPUBLICAN with a call yesterday.

To look around in church and see no hat that looks worse than her own, is with woman a misery that overtops all others.

The average newspaper paragraphist feels that his shears are against every man, and that every man's shears are against him.

A professional beggar in New York, of easy, winning manner, and gentlemanly appearance, is known to make as much as \$15 per day.

The Lieutenant Governor of California rescued three young ladies from drowning recently, which is pretty good for a Lieutenant Governor.

A young lady wants to know whether a girl may be sure a man loves her unutterably when he sits in her presence for an hour without speaking.

The heart certainly is not perfect in any service unless it is pure—free from the alloy of all sinister and unworthy aims, from corrupt and selfish motives.

A. W. Faulkner, Esq., of Caldwell parish, left for Washington last evening, to join his efforts with those seeking national aid for the repair of the levees.

Bergh is a man of so modest a nature that he will not allow his picture to be taken. On his part this is entirely to many animals who desire to see it.

Hon. James H. Maury, a distinguished lawyer of Mississippi, died at Vicksburg on Monday last at the age of seventy-eight years. He was a resident of Port Gibson.

The police of Charleston are described as amiable looking loungers, dressed in blue sack coats, blue pants with a white stripe, and Panama hats with long black streamers.

We are indebted to J. Benj. Chandler, Esq., of the Louisiana Association of Veterans of the Mexican War, for a copy of the proceedings of the national convention, held in Washington in January last.

An enthusiast describing the appearance of Mount Washington last month, remarks that it was "white as a table cloth." Either that man has no children or he does not permit them to have molasses at their meals.

The "Morning Call" and the drama of "Nobody's Child," will be performed at a matinee at the St. Charles Theatre on Saturday next by the Orleans Dramatic Association, for the benefit of the sufferers by the overflow.

With compliments of S. Howell, Esq., of this city, the author, we have received a copy of an original play published and called "A Marriage for Revenge," arranged in five acts, with speaking parts for thirteen characters.

"Jenny June" is one of the most skillful adventures of the day. The substance of her fashion letters is duplicated for many papers, and are generally written in the interesting celebrated modest and dry goods establishments.

A monument to John Bunyan will be unveiled at Bedford, England, on the tenth of June. It is of bronze, of colossal size, and is the gift to the town of the Duke of Bedford. Dean Stanley will deliver the address at the unveiling ceremony.

It is a beautiful sight to attend an Arizona wedding. The bride in white—the happy groom—the solemn minister—the smiling parents, and from twenty-five to forty shot-guns standing against the wall ready for use, make up a panorama not soon forgotten.

Miss Elizabeth Thompson, the painter of the celebrated picture in the Royal Academy of London, "The Roll Call in the Crimea," has received \$1200 for the engraving copyright of her painting. It is also reported that Miss Thompson has received a commission from the Queen.

We wish to impress upon the minds of our readers that they can fit themselves out with clothing and underwear of the very best material and latest styles at a reduction of fully fifty per cent, by patronizing the store of Messrs. H. B. Stevens & Co., corner of St. Charles and Common streets, as this firm is closing out their stock at a sacrifice, as may be seen upon reference to the advertisement published in another column. This can be relied upon as no catchpenny effort to bring buyers, but a real fact, and it should attract the attention it deserves for the times demand; economy and it affords an opportunity.

The quickest time ever made from New York is now made by the great Jackson route in sixty-seven hours and twenty-six minutes—in round numbers, two days and a half. This is wonderful after all the uncontrolled drawbacks and afflictions that beset the country some weeks ago. The management of this route are now able to present to the traveling public superior advantages in many details that can not be found elsewhere, speed, safety and comfort being their motto. This change of timetable includes the shortening up of time between this city and St. Louis, Chicago and all points of interest North, East and West, including the beautiful Virginia springs. Pullman palace cars on all trains. Superior accommodations can be found on this line of travel for families or large parties of tourists who need extra accommodations while traveling for pleasure or profit.

ST. LOUIS AS A COTTON MARKET.

That omnivorous city, which is to be great in the future, desires to accumulate to herself all the materials of Southwestern commerce. She therefore claims the cotton trade on these grounds:

The cotton of the Mississippi valley is comparatively without a market. The withdrawal of the Bremen line of German steamers from New Orleans has deprived that city of a carrying capacity in annual exports of one million of bales. It can not be taken away by the Liverpool steamers, since these vessels have to encounter the same obstacles that caused the withdrawal of the Bremen line from the Southern trade; the difficulty, not to say impossibility, of these heavily laden cotton-bound ships to cross the bar at the mouth of the Mississippi. New Orleans, therefore, can only export to a certain extent, and it is unable to crowd the carrying capacity of the vessels that still come to her port.

There is another difficulty stated: And at this juncture these disadvantages have been augmented by others equally annoying. The New Orleans factor, with every desire to do good to the planter, is unable now to make him the advances he has been accustomed to receive. Obstructed navigation has had its effect upon his business perhaps more directly than upon the planter. It gets from foreign shipments slow returns. The delays of shipment unsettle the English market.

Who told the St. Louis Republican that the New Orleans "factor is unable now to make the planter the advances he has been accustomed to receive?" This is a gratuitous and intended slander on our business men. There is another interest shadowed in the paragraphs quoted. It is that the cotton trade of St. Louis is promoted by the obstruction or closure of the river outlet. We begin now to perceive some of the consolation which may result from the blocking up of the passes by wing dams and concrete streets. The reflux cotton trade backed up will recoil upon St. Louis, for the question is put, "But how is all this to benefit St. Louis?"—this inability of our factors and "this difficulty, not to say impossibility, of these heavily laden cotton ships to cross the bar at the mouth of the Mississippi." "The question," says the Republican, "is of easy solution. If our wheat can find a cheap and rapid transit way to Norfolk to the East and Europe, why may not the cotton of the South pursue the same direction?" The interest of Southern rivers in view of augmented freight will lessen the cost of transportation. This part of the problem is solved already.

Here is the sisterly view St. Louis takes of our alleged financial inability and the physical obstructions in our outlet. She has got New Orleans down. We are temporarily crippled, and our affectionate guardian says:

Under these circumstances it certainly devolves upon St. Louis to make "day while the sun shines." Until the great water route is opened to the sea, cotton naturally tends to the readiest inland market. It only remains to offer such inducements and seize upon such opportunities as come in our way to make St. Louis the great cotton market of the future.

We have proved that the destiny of St. Louis, under her grasping and dictatorial policy, is to make herself a shipping port and a railroad station on the head of transportation on the Northern route. What with the bridge obstruction on the upper river, and the windlams in the lower river, Chicago will be the commercial capital of the Northwestern and European grain and provision trade, as well as for the importation and distribution of imported merchandise. St. Louis will be a very important point to establish the shipping agencies of Chicago. This destiny St. Louis has designated for herself. New Orleans will do a good deal for her by importing Spanish American goods. St. Louis, as the distributing agency for the groceries of New Orleans, and for the performance of similar services for Chicago, will have a very fair, though secondary or tertiary position.

As for the cotton trade, a less knowledge of geography than we attribute to the St. Louis Republican would convince that journal of the impossibility of making St. Louis a cotton center. If the future export of southwestern cotton shall be by rail to the Atlantic ports what would be the use of sending a bale of cotton to St. Louis for sale? Take any point of cotton production in Texas, Arkansas or Northern Louisiana. We will assume Little Rock as a point to which all such cotton must come, on its way to an Eastern, Atlantic port. From Little Rock to Norfolk, the port preferred by St. Louis, the distance is, without detour, thirteen geographical degrees. From the same point by way of St. Louis to the port of Norfolk is fifteen degrees. It is obvious, then, that cotton can not take the long rail against the short rail. If St. Louis advances money on this cotton she would ship it from Little Rock to Norfolk directly. She could not afford to let her cotton factors see the cotton they advanced on.

The fact is St. Louis has come into the possession of a commerce whose magnitude dazzles her. It has been brought to her like the Eads bridge, that is to carry it away, in great part by the capital and enterprise of the East. She lacks the perfect capacity to comprehend this adventitious commerce. She boasts of 80,000 bales of cotton. The St. Louis Republican does not know what that cotton cost her factors. There is always a class of customers, whose credit being bad in our market carry their patronage to another. There is always a class of ambitious and inexperienced merchants who in attempting to undermine the regular trade, will snap at these played out customers. Such we have heard intimated, was, in part at least, the character of the 80,000 bales of cotton. How much these factors made off the transactions would be a better test of the inducements offered to the capitalists of St. Louis by this equivocal trade. We can not give a better illustration of their class of dead beat customers and merchants rapacious of money, than by an incident borrowed from the unwritten commercial history of Georgia. Jones & Co., were new merchants in Augusta. They would undersell anybody and do a better part by the cotton planters than the established houses with whom they had always dealt. Jones & Co. were extremely liberal in their credits, but, being

without adequate acquaintance, made some such customers as this. Some one coming into town met "Major" Bannison going to the chase with an uncommon fine rifle on his shoulder, and with all the accompanying accoutrements of the gun. As the "Major" was notoriously insolvent, and had nothing to bank upon except uncommon suavity of manner and magnitude of professions, some curiosity was evinced to learn how he came by so fine a weapon. The gun having been examined, the triggers sprung and snapped, the bore approved, the Major was asked, "What did she cost you?" "Sixty-five dollars." "Where did you get her?" "I won her off of Jones & Co., the new merchants." "Won it off of Jones & Co.? How was that?" "Oh, I bought it on credit," replied the impudent Major, with a very jocular expression of countenance. We should not be surprised if some of those "planters," who have been weaned away from their old factors in New Orleans, to whom they were in debt over head and ears, had been asked how they had obtained the supplies to raise their part of the 80,000 bales, they had replied, "Oh, I won that off of St. Louis."

NOTICE.

CONVULSION OF SPAIN, New Orleans, May 15, 1874. In compliance of an order of the judge of the First District Court of Mahon, in the Island of Minorca, the following notice is published: (Translation.) Don Rafael Biscoe y Moreno, judge of the First District Court of Mahon. By these presents those who are entitled to the inheritance of Maria and Pedro Pablo Taitanoff y Farrugia, children of Pedro and Angela, natives of the city of Mahon, who died on the eighth of March, 1872, the age of twenty-four years, and the latter in New Orleans, on the twenty-seventh of July, 1872, are authorized to give ONE AIORE, and ONLY ONE AIORE, to the effect that the said Taitanoff y Farrugia, in order that their interests may not be prejudiced, have caused to be published in this city, on the twenty-seventh of July, 1872, a public notice, in which they have declared that they have obtained the supplies to raise their part of the 80,000 bales, they had replied, "Oh, I won that off of St. Louis."

INSTRUCTIONS TO TAX COLLECTORS—NO. 4.

STATE OF LOUISIANA, Auditor's Office. New Orleans, June 1, 1874. Your attention is called to the fact that the legislative provision contained in act No. 3 of 1874 (known as the runding bill), which authorizes the issue of warrants in payment of a portion of delinquent taxes and for penalties expires by its own limitation on the first day of July delinquent taxes and penalties can be paid in currency only, and you will so advise the district attorney or a sheriff in whose hands you have placed tax bills.

STILL FURTHER REDUCTION.

THE GOODS MUST BE SOLD. The most fashionably made CLOTHING AND FURNISHING GOODS, HATS, etc., ever brought to this city POSITIVELY TO BE SACRIFICED.

GAZETTE MERRINO SHIRTS IN ALL SIZES. D. H. HOLMES, Nos. 153 Canal and 15 Bourbon streets. my31 57p

PROPOSALS.

OFFICE OF LOUISIANA LEVEE COMPANY, New Orleans, May 31, 1874. Proposals for rebuilding levees in front of brackets and other works will be received by this company until Monday, June 9, 1874, at 12 M.

NOTICE

TO HOLDERS OF BONDS OF THE STATE OF LOUISIANA. All persons holding Louisiana State bonds of any issue are hereby notified that in conformity with an act of the General Assembly approved January 24, 1874, and more generally known as the funding bill, the Board of Liquidation, as designated therein, has been duly organized and has caused to be prepared consolidated bonds of a uniform series, equal in amount to sixty per cent of all outstanding bonds of the State, having forty years to run and bearing interest at the rate of seven per cent per annum, and will be prepared on and after the first day of July, 1874, to exchange said bonds for all valid outstanding bonds and warrants in the manner and form provided in said act.

RAILROADS.

LOUISVILLE, NASHVILLE AND GREAT SOUTHERN RAILROAD. Take this Route if you wish to save time and transfers. With double daily trains from New Orleans to New York, and but one change.

THE MOBILE LINE.

On and after May 21, trains will leave depot of Canal street, as follows: Express and mail, daily, 8:00 A. M. Through night express, daily, 3:15 P. M. Through night express, daily, 3:15 P. M. Through night express, daily, 3:15 P. M.

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FOR SALE.

FOR SALE—A SPLENDID TWO-STORY BRICK PALACE MANSION, containing all the modern improvements, situated on the Mississippi river, one mile below Jackson Barracks. Attached thereto is a large garden, containing 1000 different fruit trees, of which 300 are orange-bearing trees. Also, several outbuildings for kitchen, servants' rooms, carriage house, etc. For further information apply to J. A. Ferrandis, No. 48 Old Levee street. my15 1m

GIFT CONCERT.

\$5,000.00. ENDOWMENT SCHEME. FIFTH AND LAST CONCERT. IN AID OF THE PUBLIC LIBRARY OF KENTUCKY. JULY 31, 1874.

In announcing the fifth and last of the series of Gift Concerts given for the benefit of the Public Library of Kentucky, the trustees and manager refer with pride to the fact that the first concert, which has already given the first December 16, 1873, and the second, which was given on the 17th of July, 1874, and the third, which was given on the 17th of July, 1874, and the fourth, which was given on the 17th of July, 1874, and the fifth, which was given on the 17th of July, 1874, and the sixth, which was given on the 17th of July, 1874, and the seventh, which was given on the 17th of July, 1874, and the eighth, which was given on the 17th of July, 1874, and the ninth, which was given on the 17th of July, 1874, and the tenth, which was given on the 17th of July, 1874, and the eleventh, which was given on the 17th of July, 1874, and the twelfth, which was given on the 17th of July, 1874, and the thirteenth, which was given on the 17th of July, 1874, and the fourteenth, which was given 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the hundred and fifty-fourth, which was given on the 17th of July, 1874, and the hundred and fifty-fifth, which was given on the 17th of July, 1874, and the hundred and fifty-sixth, which was given on the 17th of July, 1874, and the hundred and fifty-seventh, which was given on the 17th of July, 1874, and the hundred and fifty-eighth, which was given on the 17th of July, 1874, and the hundred and fifty-ninth, which was given on the 17th of July, 1874, and the hundred and sixtieth, which was given on the 17th of July, 1874, and the hundred and sixty-first, which was given on the 17th of July, 1874, and the hundred and sixty-second, which was given on the 17th of July, 1874, and the hundred and sixty-third, which was given on the 17th of July, 1874, and the hundred and sixty-fourth, which was given on the 17th of July, 1874, and the hundred and sixty-fifth, which was given on the 17th of July, 1874, and the hundred and sixty-sixth, which was given on the 17th of July, 1874, and the hundred and sixty-seventh, which was given on the 17th of July, 1874, and the hundred and sixty-eighth, which was given on the 17th of July, 1874, and the hundred and sixty-ninth, which was given on the 17th of July, 1874, and the hundred and seventieth, which was given on the 17th of July, 1874, and the hundred and seventy-first, which was given on the 17th of July, 1874, and the hundred and seventy-second, which was given on the 17th of July, 1874, and the hundred and seventy-third, which was given on the 17th of July, 1874, and the hundred and seventy-fourth, which was given on the 17th of July, 1874, and the hundred and seventy-fifth, which was given on the 17th of July, 1874, and the hundred and seventy-sixth, which was given on the 17th of July, 1874, and the hundred and seventy-seventh, which was given on the 17th of July, 18