

LOTTERIES.

SUMMER SCHEME. ONLY 10,000 NUMBERS.

LOUISIANA STATE SINGLE NUMBER LOTTERY.

Three Capital Prizes of \$10,000 each.

LOUISIANA STATE LOTTERY COMPANY

(Incorporated August 17, 1869).

CLASS I.

To be drawn in public at New Orleans. On Saturday, July 11, 1874.

SCHEME.

10,000 Tickets. Tickets only \$10. Halves, Quarters and Eighths in proportion.

APPROXIMATION PRIZES. 9 approximations of \$200 each for the nine remaining units of the same ten of the numbers.

EXPLANATION OF APPROXIMATION PRIZES. The nine remaining units of the same ten of the numbers drawing the first three full prizes will be entitled to the corresponding approximation prizes.

PRIZES PAYABLE IN FULL WITHOUT DEDUCTIONS.

Orders to be addressed to the LOUISIANA STATE LOTTERY COMPANY.

DRAWING OF THE LOUISIANA STATE LOTTERY FOR JULY 6, 1874.

Table with 14 columns and 2 rows of numbers for the lottery drawing.

The above drawings are published in the principal papers and are drawn in public daily at the residence of the commissioner.

Witness our hands at New Orleans, Louisiana, this sixth day of July, 1874.

R. PERALTA, Commissioner.

BEWARE OF BOOZS LOTTERIES.

FOR RENT.

FOR RENT—IN THE MOST AERATED PART OF THE CITY, recently thoroughly repaired, a splendid residence on the underground grounds.

REWARDS.

\$25 REWARD—STOLEN FROM THE subscriber on Wednesday night, November 26, 1873, from his dwelling, on Robertson street, between Freshmen and Union streets.

WANTED. A SITUATION AS BOOK KEEPER in a good warehouse or office. Would like the proprietor a small sum of money as an inducement.

NO PROPERTY OWNERS—THE ADVERTISER desires to purchase a medium sized lot on the corner of the First District, making a magnificent site for a residence.

RAILROADS.

ROUND TRIP EXCURSION TICKETS TO THE VIRGINIA SPRINGS, VIA LOUISVILLE.

Parties leaving New Orleans will find round trip excursion tickets at greatly reduced rates, on sale at Milton, Humboldt, Memphis and Montgomery.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD COMPANY. (GREAT JACKSON ROUTE.)

Trains depart and arrive as follows from Galliano depot.

MAIL. DEPART. ARRIVE. Pullman Palace Sleeping Car through to St. Louis, Chicago and Louisville.

TICKET MOBILE LINE. On and after May 21, trains will leave depot of Canal street, as follows:

Express and mail, daily. 8:00 A. M. Coast accommodation, daily (except Sunday). 3:15 P. M.

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CHAMBER OF COMMERCE.

The regular monthly meeting of the Chamber of Commerce took place last evening.

President Oglesby called the meeting to order. The minutes of the previous meeting were read and adopted.

Mr. Higby, of the committee on obstructions, reported seventeen feet on Southwest bar; that the tide set back from two to two and a half feet; and that one of the dredge-boats had not been operating.

The great obstruction to navigation, in the opinion of the committee, was Senator West, who had chosen to disregard the instructions of our Legislature, the expressed wishes of the city government and the request of this Chamber, and support the Eads scheme in opposition to the Fort St. Philip canal, thereby preventing the passage of the bill.

A committee was recommended to insure the early representation of the matter to Congress.

A letter was received from Samuel H. Laws, of Cincinnati, relative to tare and tariff on sugar, which was referred to a committee.

A letter was received from ex-Auditor James Graham, denying that the two first coupons on the bonds of the New Orleans, Mobile and Texas Railroad had been paid by the State as asserted to the committee on railroads of the Chamber.

Mr. Bayley, of the committee, said the statement had been made on the ground that the State had sued for that interest.

That an examination of the books of the Auditor supported the statement of Mr. Graham. It seemed strange however that the Superior District Court had given judgment for the whole amount. The committee had no intention of reflecting on Mr. Graham's conduct as Auditor.

Colonel J. M. Sandidge, the delegate of the Chamber to Washington, to advocate the taking charge of the levees by the national government, reported that on his arrival it was too late in the session to induce Congress to adopt measures to that end.

The House had already passed the appropriation bill, and a suggestion of amendment in the Senate was not adopted. The sole reliance was now in the levee commissioners and presenting the matter again to Congress at its next session.

A hopeful view was presented on the Fort St. Philip canal, as it was certain the commission of engineers authorized by Congress would report in favor of it.

On motion of W. W. Howe, Esq., the thanks of the Chamber were tendered to Mr. Sandidge.

The following letter was received from Senator West:

UNITED STATES SENATE CHAMBER, Washington, D. C., June 24, 1874.

Joseph H. Oglesby, Esq., President Chamber of Commerce, New Orleans.

I believe that your Chamber should be immediately informed of all proceedings in Congress with respect to the opening of the mouth of the Mississippi river, and that correct information as to the features of the case would be of advantage.

Many persons have indulged in some of these have been directed against me, and while it has been repugnant to my nature to ask to convert irresponsible rumors into the savings of persons speaking without authority and without proper information.

I recognize my responsibility to your Chamber as a representative of its members, and am at all times ready to respond to any demand made by you for an account of my course. I shall be in New Orleans by the tenth of the month, and will take pleasure in replying to any inquiries your Chamber may deem proper to make of me. Believing that a frank understanding will contribute to the success of the bill, I am, very respectfully, J. R. WEST.

Colonel Sandidge said he was aware the Chamber did not approve the course of Senator West, but it was just he should be heard, and on his motion the following resolution was adopted:

Resolved, That the president be authorized to communicate with Senator J. R. West the willingness of the Chamber to hear any observations he may wish to make on the subject of the Mississippi river.

C. G. Forshey, Esq., with a few remarks, submitted a document stating the history of all action relative to the Fort St. Philip canal since 1839, and the results of the mission of himself and Governor Hebert, just terminated.

Professor Forshey said that he and Governor Hebert would submit a separate report, had sometimes acted together and sometimes separately, and this would account for the different modes of expression in the report.

After detailing the various resolutions and appointments of the Chamber, the Professor said:

In obedience to instructions verbally given by President Oglesby, I reported at once to Senator West, and though rather coldly received by him, I announced my intention to submit a report to the committee to reply to the arguments of Captain Eads. West stated that he had made a powerful impression, and promised as early as possible to go to the city.

Under similar instructions I called upon General Sheldon, member of the House from New Orleans. This call was duly honored by introductions and attentions becoming a representative. I was introduced to the chairman of the Committee on Railroads and Canals, who promised me an early opportunity to address the committee on the subject of the canal.

On the morning of the twentieth of March I was introduced to the committee by the chairman, G. W. McCray, of Iowa. Under similar instructions I was introduced to the chairman of the Committee on the nature of the mouth and bars of the Mississippi river, demonstrating, as I believed, the utter futility of attempting, by dredging or jetties, a greater depth than about nineteen feet, that depth requiring persistent labor. The essay has been forwarded to the Chamber as subsequently printed and extensively circulated, a copy being furnished to each member of Congress.

I learned soon thereafter that my arguments had changed the views of the committee, and several members of the committee.

It was not until after this hearing that I learned that the committee had already reported, through a member, the Eads bill, for the consideration of the House, no member dissenting. The work before me assumed new magnitude, when it became

apparent that Eads had captured the whole committee prior to our appearance in Washington. The prospect was exceedingly discouraging. It took some nerve to meet this prospect and to endeavor to reverse the tide.

However great the difficulties, this seemed to beget new vigor in the prosecution of my mission. I canvassed the subject with members of Congress, in every case with apparent success.

We succeeded in getting before the Senate Committee on Transportation, introduced by Senator West, the circumstances of this introduction, and the discussion face to face with Captain Eads by myself and Governor Hebert, have been already officially reported to the Chamber, as already conducted by Senator West in denouncing our cause at this important juncture. We considered the desertion treacherous, and have no occasion now to change that opinion.

General Sheldon undertook to champion our bill in the House, and promised the devotion of his whole energies to the subject. This resolution was kept through all the discouragements with vigor and hopefulness.

His bill was referred to the same Committee on Railroads and Canals, and was placed on the calendar as a substitute for Eads' bill.

It was long before the committee could be brought to report. The jetty bill was referred back, and the committee had both before it. They at last heard Captain Eads at his own request, and in advance of his measure, in which Captain Eads made many statements contrary to well established facts in science, misquoting the great authorities on hydraulics, and especially quoting and restating Professor Fontaine's unfounded allegation of a literal current, tearing away the whole seaboard about and west of the various mouths of the river.

This speech exhausted the hour, and though I was promised half the time, the committee dismissed us when Eads closed, promising me a reply another time. As my majority for the jetty, it was agreed, however, that a majority report, prepared by one of the jetty advocates, General Harbat, and a minority report, prepared by me, should be submitted to the House, which was done accordingly.

Then came the preparation for the jetty. All the previous work had advanced the jetty. The ablest men in the House prepared to fight the polemic battle.

Their names, on both sides, are worth recording, for the contest was of the magnitude of the very first magnitude, and the reasoning grappled with scientific subjects, abstruse and technical. Any man ambitious of permanent reputation might be proud to have taken part in the contest, and to have engaged the attention of the United States Congress as to what must be the method of treating the Mississippi river to give free outlet to its immeasurable commerce.

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The disaster to the advocates of the jetty was fully confessed and is yet recognized everywhere. This vast majority in the money granted, Eads was commended by every Senator who believes in the present wants and future greatness of the Mississippi valley. We needed only the chance at a vote to carry the Senate by a like majority. This was the result of our policy, and we will take pleasure in replying to any inquiries your Chamber may deem proper to make of me. Believing that a frank understanding will contribute to the success of the bill, I am, very respectfully, J. R. WEST.

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Railroad Consolidation.

The contemplated consolidation of the Mississippi Central railroad with the New Orleans and Jackson railroad was agreed upon at a meeting of the stockholders of the Mississippi Central railroad, held at Water Valley, Mississippi, on the first instant, when the action of the directors endorsing the Mississippi legislative act consolidating the two roads was almost unanimously ratified.

The consolidated roads are to be known as the New Orleans, St. Louis and Chicago railroad. In the adjustment of shares in the old corporations, the issue of the new and consolidated stock is to be one share for three of the Mississippi Central stock shares, and two for three of the New Orleans and Jackson road. Without a dissenting voice Colonel H. S. McComb was called to the presidency of the new road. His ability and experience as a manager of large railroad enterprises are all well known to this community, and a better officer for the position could scarcely be found.

His bill was referred to the same Committee on Railroads and Canals, and was placed on the calendar as a substitute for Eads' bill.

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COURT RECORD.

MONDAY, JULY 6, 1874.

Superior Criminal Court. State vs. William McCann, Jacob Gray et al.—False imprisonment and assault and battery. Verdict of not guilty.

State ex rel. Eugene Stiles, second national justice, vs. Criminal Sheriff I. W. Patton.—The relator in his petition filed this day alleged that he has jurisdiction over offenders against police regulations with power to inflict a fine; that one Riquilimi was imprisoned by his order after conviction for illegally selling Havana lottery tickets; that the criminal sheriff unlawfully issued him on an order from the Sixth District Court; that that court has no jurisdiction and prays that the said Riquilimi be rearrested.

Mandamus issued directed to the criminal sheriff commanding him to return the said Riquilimi and hold him till the sentence of Justice Stiles be satisfied, or show cause on Tuesday, the seventh instant.

First District Court. Informations filed. Larceny—Henry Jackson, Edward Jones, Eugene Francois, Alice Jones and Peter Thomas. Assault, etc.—Gustave Tillman, John Rapp, Frank Amarg, Mrs. Sullivan and Emile Bagnerre.

Acquitted. Anthony Robertson, of assault and battery. Petty larceny—Ernest Alexander and Emma Jones. Assault, etc.—Mrs. Albert.

Second District Court. Accusation of John Gottlieb Schaub, Hortense Epiphonie Dollville, wife of P. B. Bruile, and Henry Stule, opened.

War Dance in the Wigwam. The State Central Committee of the Democratic organization met yesterday in the St. Charles Hotel. A preliminary session was held during the day, but nothing definite was done until last evening.

At the appointed hour some twenty delegates put in an appearance, and elected Mr. Emile LaSere president and Mr. W. J. Buddendorf secretary.

The parish committee did not thoroughly organize, as the fourth ward offered no delegates. Last evening, however, the fourth ward club held a meeting at the corner of Bienville street and Exchange alley, and elected as delegates Mr. Am'car Fortier and Mr. Paul Waterman.

The State Central Committee adjourned to meet at the St. Charles Hotel at noon to-day. The parish committee will meet next Wednesday at the same place and hour, unless notified otherwise.

Relief Committee. The general relief committee met last evening, Mr. J. M. Sandidge presiding. The account current of the treasurer was submitted to the meeting, showing a balance in the treasury of \$73,804 45.

The previous statement of receipts and disbursements by the treasurer was reported on by the auditing committee as correct.

On motion the committee adjourned to meet at the usual place on the thirteenth instant at 7:30 P. M.

The Temperature. Mr. Louis Frigerio, No. 59 Chartres street reports the weather for the past two days as follows:

July 5..... 3 A. M. 2 P. M. 6 P. M. 75 75 75
July 6..... 29 75 75

Lowest point during the night of July 5, 65°. Rain during the night of the fourth and day of the fifth of July, three and six-tenths inches.

Personal. We received a call yesterday from Hon. George L. Smith, member of Congress from the fourth district. Although the junior member of our delegation at Washington, and, withal, one of the most modest and unassuming of gentlemen, Mr. Smith has left on record a great deal of work for the benefit of his constituents. He has given such satisfaction to them that, we learn, his renomination is hardly a matter of doubt.

Greenbacks Disbursed. The United States marshal is now busily engaged in paying the rolls of jurors in the United States courts. The witnesses in the Grant parish case will be paid in a few days.

Remember Remember. The summer scheme Louisiana State Lottery. Three capital prizes, \$10,000 each.

Relief. The following contributions were received at the Mayor's office July 2, 3 and 6, 1874:

July 2—New York, Johnson, Wilson & Co., book publishers, No. 27 Beekman street, through N. D. McDonald, No. 116 Carondelet street, \$100.

July 3—San Francisco, proceeds