New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, JULY 9, 1874.

A college term commencement is where it ends.

Mizzle or muzzle is the choice given to New York dogs.

The dogs whom the police would destroy they first make mad.

The people of Shreveport believe a new hotel will soon be erected in that city.

The spotted veils worn by ladies injure the eyesight. They are a little dot too much.

Miss Charlotte Thompson is starring with "The Sea of Ice." It is a most seasonable play.

Toast for a railroad dinner—Our mothers: the industrious tenders who never misplace a switch.

The question for a belle and the foreman of a newspaper office: How shall I make up my form?

Reading, Pennsylvania, is divided into "Cottontown," "Irishtown," "Frog Hollow" and "Helltown."

"A Tale of Two Cities" will be dramatized, in which play Edwin Adams is to enact *Sidney Carton*.

Robert Buchanan's last poem commences, "O, Lyre! O, Lyre!" Every paper of the Democratic persuasion thinks it personal.

There are hundreds of young men in this city who spend as much for the daily papers each morning as would buy them a good cigar.

Chips acknowledges that the sermon he heard last Sunday was a finished one, but he at one time thought it never would be finished.

The owner of Apology, the winner of the Oaks stakes at Epsom races this season, is a clergyman. As the animal was very fast the clergyman offered his horse Apology for racing.

Punch tells of a newly engaged cook who discharged her mistress for the reason that the cook discovered "the two young ladies of the 'ouse both a-usin' of one piano at the same time."

Zion's Herald well say: "Of all things a Christian should not cary into the country 'a sad countenance.' One must not make himself an upbraiding pophet in all scenes of innocent merriment."

Dr. Holmes says: "Honest thinkers are always stealing from each other. Our minds are full of waifs and estrays which we think are our own. Innocent plagiarism turns up everywhere.'

Miss Lavinia Goodell, lately connected with *Harper's Bazar*, has been admitted to the bar as a practicing attorney, at Janesville, Wisconsin, after passing a very creditable examination.

A magnificent and perfectly preserved bust of the wife of the Emperor Hadrian and neice of Trojan has been discovered in the course of an excavation at Rome, after a sleep of eighteen centuries.

The man who predicted that the comet's tail would touch the earth has revised his calculations, and now says that it will probably miss us by two days' journey, a trifling matter of 40,000,000 miles.

In Germany when the vote of a jury stands six against six the prisoner is acquitted. A vote of seven against five leaves the decision to the court, and by a vote of eight against four the prisoner is convicted.

From Kain & Co., booksellers, No. 130 Canal street, we have received "The Outlaw's Daughter" and "Villetta Linden," two stories from the pen of Emerson Bennett, and published by Claxton, Remsen & Haffelfinger, Philadelphia.

A Maine man now sojourning in Odessa, has exhumed a Roman Emperor and his legions, including several rusted stirrups, a splendidly caparisoned mule, and a case of razors. In modern slang the emperor would be called "a bad man, carrying a razor."

George Ellis & Brother, No. 82 Camp street, sends us "Taken at the Flood," a novel by Miss M. E. Braddon and "Old Wells' Dug Out," a volume of sermons by Rev. T. DeWitt Talmadge, both new books, published by Harper & Brothers, New York.

Mr. H. C. Ford, of Ford's Opera House, Baltimore, a brother of Manager John T. Ford, was lately married to Miss Blanche Chapman, the elder of the Chapman sisters. The honeymoon of the happy couple will wax and wane in Europe.

A Chicago young woman wrote a prize essay for graduation, "Taking a Sweeping Survey of the Nations of the Earth," and before she finished her remarks she so befogged the intellect of the reporters that they were driven to saying that she said many things about the minds of children and the intellect of teachers.

In speaking of the death of the brave old Marshal Concha, the *Tribune* says: "He holds a place in history altogether unique. At the age of eighty, after a campaign distinguished for energy and dash, he has died in action, probably the oldest commander in chief who has ever stained his laurels with his own life-blood upon the battlefield."

The teachings of Paul may be generalized into the maxim: "Avoid an innocent practice when a Christian brother, weak in judgment and in will, will follow your example to the injury of his conscience.' Or, in an inferential and still more generalized form, the maxim results: Avoid what is innocent when it will be the occasion of another's sin.

The oppressed tobacco chewers at Wooster, Ohio, can't have any peace, even in church. A preacher there has now begun a war upon them. Sunday week he discoursed on the "hoggishness" of chewing in church, and after painting the offense in all its enormity, proving conclusively that every man who chewed the weed in church was a hog, a villain, a rascal and a knave, he paused in his sermon, looked his hearers steadfastly in the face, and said: "Now, I want no more such dirty practices here. If any man chews tobacco in the house of the Lord next Sunday I shall call him by name in open church."

THE EXPENSES OF REBUILDING.

We notice that the Democracy has adopted the comfortable theory that the whole public debt, State and city, is chargeable to the Republican party, with the necessary inference that if the control of public affairs had continued in the hands of "the people," which is another name they adopt sometimes, there would have been neither debt nor poverty, flood nor famine, sickness nor death, nor anything else that is disagreeable, unless, perhaps, such as might be experienced in a modified form by the colored people and the white laboring classes. The fact that little, if any of the State debt, has been incurred for Republican excesses, is studiously avoided. That the limited time during which we have enjoyed a Republican city administration was occupied in the main in devising ways and means to provide for the floating obligations unpaid by their Democratic predecessors.

Both the State and city debts represent, in part, unpaid taxes. During a period of three or four years scarcely any collections were made. City notes and State certificates in the similitude of greenbacks were issued by the same Democracy that now insists that the United States shall return immediately to the practice of specie payments. This sort of paper was launched out by the ream. Micawber like, after having paid their debts with these I. O. U.s, they consoled themselves with the satisfactory reflection that they had discharged a great duty to society! About $5,000,000 in city notes were issued, besides more than $2,000,000 in State certificates. In addition to this $4,000,000 of levee bonds were autborized, and not one dollar of taxation provided to meet this immense load of $11,000,000. All this was done before a colored vote was cast in this State.

Having plunged the country into a senseless political war, which resulted in paralyzing the agricultural interests of the whole State, these political charlatans put their heads together, and drew their drafts on posterity in the shape of interminable debts, contracts and obligations, in which the benefit was always on one side. The Democrats burnt down their political house, and had to abandon it. The Republicans have undertaken to rebuild the whole fabric, at considerable expense, and the very parties in fault wish to throw all the blame on the contractors. Had there been no folly, there would have been no war, and hence no ruin. Without ruin there would have been no necessity for repairs. While the people were impoverished by the sacrifices they were forced to make to sustain the war, they could not pay their taxes, yet there was little abatement in the public expenditures of either State or city, even under the unquestioned rule of the ex-Confederate politicians. Ruined respectability had to be provided for, even at the expense of substantial interests. By the time the Republicans came into power the foundation of he present debt was laid, and habits contracted which rendered the subsequent administration of affairs exceedingly difficult. Men who had borne an influential part in the ante-bellum legislation appeared as lobbyists in the interest of jobs and measures of more than doubtful morality. Had these same talents been exerted in the cause of economy and honesty, the expenses of rebuilding the destroyed fabric would have been greatly diminished. As it is, the people have been required practically to pay not only the floating debt of past years, which was piled up without any provision being made to meet it, but the interest also, in addition to defraying the current expenses. And the opposition have persistently tried to raise such a smoke about the extravagance of the last named item as to cover the faults they committed when they had the government.

A very large proportion of the public revenue goes for interest. If we accept the oft-repeated though inaccurate statement of the opposition that the debt of the State and city foots up $60,000,000, on which the average interest is seven per cent, we find that $4,200,000 per annum has to be raised for that purpose. As the debt is really $35,000,000, it requires $2,450,000, which is just what this people are paying every year for the luxury of waging a hopeless war against freedom and the Union. But even this burden, with current expenses added, would be a mere bagatelle for this State if there were that loyalty to law and order which are necessary for a healthy commerce and for the promotion of agricultural interests. With slender means, any debt is a burden. On the other hand, if our Democratic friends, who claim to possess the greater portion of the capital of the State, though deficient in votes and political virtue, had paid that attention to preserving their private fortunes that they have to the manner in which their neighbor voted, they would have reaped more satisfactory results.

As the REPUBLICAN has always maintained, our troubles do not spring from political causes. That is to say, the effect of Republican rule has not been disastrous, though the desperate attempts to break it down by force have been injurious. And this injury will be visited upon the State so long as the minority continues to neglect all other business in order to devise ways and means to deprive the colored people of the benefits they have received. Even at this time the "outs" are unanimous upon one point only. They agree as one man to the proposition that Republicans ought not to be trusted with public employment and patronage, but when it comes to the point of agreeing upon their successors a violent personal warfare springs up, and they call each othes just such names as they apply to their Republican rivals. An average Democratic office seeker naturally hates anybody who stands between him and the object of his ambition, and there is no color, nationality or religion in this sentiment. He hates a white rival as heartily as any one, and is as severe upon Mayor Wiltz, Sheriffs Harper or Patton when refused patronage, as he is on Governor Kellogg, President Grant or Collector Casey, when they neglect to recognize his self-supposed merits.

It was this same spirit of selfishness which brewed the war and brought down the house. Then the destroyers wanted the contract to rebuild it, which was denied them, and they have taken it out in angry grumbling ever since. Their forte, however, is in sitting down, counting up the costs they have put the State to by their dishonesty and folly, and then multiplying the sum by two, they charge the whole bill up to the account of Radical rule. The Republican party is actually responsible for but a very small portion of the public debt, while the blessings it has conferred upon one-half of the people are more than enough to outweigh ten times the amount of the outlay. We hope, however, that our opponents will endeavor to make the work as light as possible in the future, but it must be completed at any price.

THE ST. LOUIS BRIDGE.

A great American enterprise has been perfected. We accord honor to the energy and ability of Mr. Eads, who has has consummated successfully a necessity of commerce. We give all praise to the pride of the people of St. Louis in their city, in their men, and in the harmony which has united all, without regard to political or polemical differences, in the celebration of a work which will make St. Louis renowned throughout all nations. It is a great and honorable advertisement, and all the world will be on the wing for a location where the arts and industries find a new home. It may arrest the attention of our young men in whose minds the dream of political fame arises, to regard the honors given to mechanical genius, and to remember that in the presence of James B. Eads, a builder, the rhetoric of the orator, the fame of the warrior and the cunning of the politician was forgotten. So much for the merit of the work and the fame of its architect. We turn now to the commercial effect of this structure, which unites and consolidates the whole system of latitudinal transportation *across* this continent, its rivers and its mountains.

Before doing so we will state the grounds of a just complaint against St. Louis. New Orleans is wholly dependent on the river for an outlet to the sea. St. Louis has other modes of reaching the coast ports. When New Orleans had conceded to St. Louis the direction of all the river improvements except the outlet we were of opinion that to the experience and to the interests of New Orleans should have been left the designation of the outlet improvement. We have complained of St. Louis for interposing a mode of improving the outlet which *might* destroy New Orleans, while it could have had no such effect upon St. Louis. To confirm the justice of this complaint we quote from a leading St. Louis paper to show that the new bridge has declared "the independence of the city of the Mississippi river." It is said: "The grand river has been, nevertheless, the greatest obstacle in later years to its growth." Even the magnificent water channels became an intolerable incubus. The bridge, then, sets St. Louis free from the river. Eleven railways will leave St. Louis for the West. Thirteen Eastern railways will connect with them by the bridge. The bridge will receive from these railroads a tariff of sixty-five cents a ton, estimated to produce at once more than half a million of dollars. This transit tax is, of course, all levied upon trade diverted from the river.

Yet we by no means object to the bridge. It is a commercial necessity, an inevitable result of commercial progress. The REPUBLICAN has long since explained that trade moves with the money exchanges of the country. The commerce of the Mississippi valley has crossed the great rivers and mountains on its route to Europe via our Atlantic coast ports. The Western trade is already ten or twelve times greater than that which follows the Mississippi and the coast to the Eastern ports or to Europe. The bridge is but one more crossing, the best and most important. The negotiation of its finances were based upon this law of commercial travel and transportation. Without this demonstrated tendency of trade, Morgan, the great English capitalist, whose aid is acknowledged in the speech of Mr. Eads, would not have been justified in contributing to erect a mere architectual wonder.

St. Louis, then, having no further use for the Mississippi, should, we think, allow us who have no other way to market to improve it in the manner deemed by New Orleans the most practicable. We hope she will be content to do so.

Looking up the loss of the cross trade as inevitable sooner or later by one way or another, it will become an important inquiry for St. Louis which route this trade will take to the coast ports. Taking the land and ocean time of transit between the European producer and consumer of Western commerce, it will be found that the rail line of from 200 to 400 miles to the lake ports of Chicago and Toledo offer great competition to these exports, whether they go by the St. Lawrence or New York. The operation of the same principle that built the bridge will determine the route of the Western trade after it shall have crossed the bridge. There will be of course a very active competition among the cities of Canada and the East, which can offer the greatest inducements to shippers and exporters. We do not predict upon this any arrest or abatement of the progress of St. Louis; on the contrary, this very facility of intercourse will concentrate the capital, material and industry essential to constitute the chief manufacturing centre on the continent. The period must soon arrive when New Orleans and the Mississippi river will manifest again their paramount consequence to St. Louis. It will be when a proper commerce shall have been opened between the farmers and the manufacturs of St. Louis and the producers and consumers of the whole American continent. When this period shall have arrived, and St. Louis has now the leisure to turn her energies in this direction, the railroads East and West crossing and connecting with the Mississippi river and railroads will conduct that trade through the opening of New Orleans. Such will be the result, that the railroads and their crossings will feed and distribute both ways to the Mississippi river as to all that commerce with the whole American continent, which is destined to be the most important and profitable trade that the Western States and cities will ultimately command.

BALTIMORE—HER WAY TO THE SEA.

There is a charm about the Monumental City. The gallantry of her sons in defending their village of the period against an arrogant and formidable foe, the refinement of her society, the indomitable enterprise of her mechanics, the abundance of her markets, the independence and comfort of her merchants—has made Baltimore one of the most prominent of American cities. There is another feature in the character of this city which especially commends it to admiration and imitation. Every one of its citizens is proud of the city, and will back Baltimore against the world in any comparative enterprise whatever.

A very short review of her commercial history will show that this devotion of the people to her destinies is well founded: Baltimore town was an unimportant coast port, not accessible to vessels of large burden. It enjoyed the trade of the rich vallies of the Shenandoah and Potomac, and supplied goods by wagon as far west as Knoxville in Tennessee. Baltimore is entitled to the merit of having just demonstrated the capacity of the rail to traverse the mountain interval between the coast and the Mississippi valley. Her railroad overcame stupendous obstacles, and upon its Western trade has been built up a population of nearly 400,000. Baltimore has either inaugurated a new theory of through trade or, perhaps, copied Chicago in so doing. Her railroads terminate at the ship's side, and the transfer of through produce, goods and passengers is made without change or delay. Perhaps there is not in the world a more perfect transfer system than that at and below Locust Point. Baltimore originated another idea. It was to connect the transportation overland with transportation via the ocean. The Baltimore and Ohio Railroad Company built lines of transatlantic steamers, which being run in connection with and under control of the company, assured a through commerce between the interior West and the seaports of Europe. The ocean steamers were as much a part of the "rolling stock" of the company as its cars and locomotives.

With all these developements, Baltimore suffered from the same great disadvantage with New Orleans. Her outlet navigation was deficient. Having furnished a commerce adequate to a large foreign trade, it became important to secure proper facilities for its conduct. Many years ago there had been a federal appropriation for the improvement of the harbor of Baltimore. This was expended under the superintendence of Colonel Brewerton, United States Engineers. It furnished, in 1860, a channel one hundred and fifty feet wide and twenty-two feet deep, for several miles into deep water. In 1866, the channel was re-surveyed by the Engineer Department of the United States, and now "permits the approach to Baltimore at mean low water of vessels drawing from twenty-two and a half to twenty-three feet, and at ordinary high water, of vessels drawing twenty-four or twenty-four and a half feet, with a channel width of two hundred and fifty feet. This has been effected by dredging in the permanent bottom of the Chesapeake bay. The completion of his work upon the joint contributions of the federal government and the city of Baltimore has been celebrated with an assemblage of those most deeply interested in the renown and advantages of the work. We hope it will not be long before New Orleans can follow the example of St. Louis and Baltimore in announcing an uninterrupted access to the sea by a great national work. May we hope at such a celebration a similar harmony and pride in the welfare and renown of the Crescent City? Let us try.

AN EXCLUSIVE PRIVILEGE.

The *Bee* addresses the REPUBLICAN as the organ of carpet-baggers and robbers and advises us to be on our guard in the use of terms applied to itself, lest we thereby pass the limit which it has assigned to terms of political warfare, whatever that limit may be. So, the *Bee* may speak of men who, like Longstreet, were in the open field of war for the cause of the South as "renegades" to the South. It may also assault native born citizens of the United States who have chosen to make their home and business in one of the States of the Union as "carpet-baggers," "robbers," and to add thereto some of the most abusive epithets to be found in a prolific foreign tongue.

Yet American citizens must accept it as the Jew did when his superior "spit upon his gaberdine"—with "bated breath and whispered humbleness." We should like to have some schedule of the terms to which we must submit, and also of those in which we will be permitted to reply to our superiors. We regard the citizen of Louisiana precisely as we do any other citizen of the United States. He has the same rights with any other American citizen, neither more nor less. If he has a pride of nativity, he should remember that others have the same; that when men are descended directly from the soldiers of the American revolution, and from those who purchased Louisiana, or defended New Orleans under Jackson, it is an unnecessary and unfounded insult to call them intruders, carpet-baggers and robbers only because they may choose to vote the Republican ticket. When alien sentiments or intervention occurs we shall always be free to warn our fellow citizens, in the words of Washington, not to "quit our own to stand on foreign ground."

We have defended our country and its institutions against all imputations, whether originating at home or imported. The *Bee* will find that we have not passed the limits of journalistic propriety, of which we shall continue to be the judge. If those limits be marked by the use of such terms as we have quoted in their application to American citizens of the North or South we have never reached those limits and never shall.

OUR GALVESTON PIONEERS.

The Galveston *News* gallantly defends the acquisitions of the Island City from New Orleans, and ruffles its bantam wings like a game little chicken. We beg to assure our contemporary that he is quite welcome to his "fugitive slaves," as he chooses to call them, who have escaped from the oppressions. vexations, and other inconveniences occasioned by the loss of office in New Orleans, and found their happy land of Canaan in Galveston. If another sand island can be found on the Texan Gulf coast, surrounded by shoal water part of the time, and at others submerged by breakers, we can easily spare enough more people to make another Galveston. As poor as we may be, and the *News* of course greatly exaggerates our poverty and ascribes it to other than the real causes, we can easily spare enough to make another Galveston, and scarcely be conscious of the loss. If some of our statesmen had migrated to Texas a few years before the war it is possible our city and State debt would not have been swelled to the figure it now stands at, though it is not quite $60,000,000, being only a little more than half that sum. And as no considerable number of our taxpayers have left here for Galveston we have suffered but little if any in revenue on account of the exodus. The bulk of those who changed their residence were good business men, whose capital is their brains. They found the Galveston market poorly supplied, and generously came to the rescue. Such men can make a living anywhere, even on the unpromising soil of sandy Galveston.

The prospect for a fine apple crop was never better in New Hampshire than now.

TAKE NOTICE.

NEW ORLEANS, July 1, 1874.

We are still settling city back taxes at a very liberal discount.

jy2 2w eod L. H. LEVY & CO.

NOTICE TO CITY TAXPAYERS.

We will pay city taxes of past years on the most favorable terms.

JOHN KLEIN & CO.,
No. 33 Carondelet street, front office.

je18 1m 2p

QUARANTINE.

PROCLAMATION BY THE GOVERNOR.

STATE OF LOUISIANA,
Executive Department,
New Orleans, June 13, 1874.

WHEREAS, An act of the Legislature, approved March 15, 1855, entitled "An act to establish quarantine for the protection of the State," provides that the Governor of the State shall issue his proclamation, upon the advice of the Board of Health, declaring any place where there shall be reason to believe a pestilent, contagious or infectious disease exists, to be an infected place, and stating the number of days of quarantine to be performed by the vessels, their passengers, officers and crews, coming from such place or places; and

Whereas, The Board of Health of the State of Louisiana has this day officially informed me that the following named ports are infected places, viz: All ports in the islands of Cuba, Porto Rico and Jamaica, and the port of Demarara, in South America, and has recommended that all vessels leaving any of said ports on and after June 15, 1874, shall be detained at quarantine station not less than ten days.

Now, therefore, I, William P. Kellogg, Governor of the State of Louisiana, issue this my proclamation, declaring the aforesaid ports infected places and requiring that all vessels, together with officers, crews, passengers and cargoes, leaving such places, or having touched or stopped at any of them, on and after the fifteenth day of June, 1874, shall be subject to a quarantine of not less than ten days, or for a longer period, as may be considered necessary by the Board of Health.

Given under my hand, and the seal of the State hereunto attached, this thirteenth day of June, in the year of our Lord eighteen hundred and seventy-four, and of the independence of the United States the ninety-eighth.

WILLIAM P. KELLOGG.

By the Governor:
WILLIAM WEEKS,
Assistant Secretary of State. je16

A CARD.

I would respectfully inform my friends and the public in general that I have taken charge of the Saloon No. 46 St. Charles street, better known as PARLE'S SALOON.

jy5 2p3t GEORGE LAWRENCE.

A CARD.

The grand drawing of the single number tickets, Louisiana State Lottery, will take place on SATURDAY, the eleventh day of July, 1874, at twelve o'clock M., over the rooms of the company.

THREE CAPITAL PRIZES OF $10.000 EACH.

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. jy9 3t 2p

MONEY TO LOAN
ON SECURITIES.
BARNETT & CAMMACK.
Brokers,
je21 Su&W No. 12 Carondelet street.

CITY AND SCHOOL TIME
BOUGHT OR ADVANCED UPON BY
BARNETT & CAMMACK,
Brokers,
je21 Su&W No. 12 Carondelet street.

STATE AND CITY TAXES
SETTLED BY
BARNETT & CAMMACK,
Brokers,
je21 Su&W No. 12 Carondelet street.

C. H. ZIMMERMANN,

129..........Canal Street..........129

ESTABLISHED 1844.

SILVER WATCHES, $12, $14, $16.
GOLD WATCHES of best makers.
GOLD CHAINS and CHATELAINE CHAINS.
ENGLISH JET GOODS a specialty.
je10 1m ThSuTu 2p

BUSINESS CARDS.

P. A. MURRAY,

CISTERN MAKER,

No. 191 Magazine street, between Julia and St. Joseph streets.

(DIPLOMAS AWARDED IN 1872 AND 1873.)

Cisterns made to order and repaired. All work warranted. A lot of cisterns, from 1000 to 20,000 gallons, made of the best material and workmanship, kept constantly on hand and for sale at prices to suit the times. Orders promptly attended to.
mh16 1y

LIFE INSURANCE.

NEW YORK

LIFE INSURANCE COMPANY.

(ESTABLISHED 1845.)

Assets..........$25,000,000
Annual income over..........8,000,000

PURELY MUTUAL.

The entire surplus earnings over the actual cost of insurance returned to policy holders.

NO STOCK HOLDERS TO ABSORB PROFITS.

ALL POLICIES NON-FORFEITABLE.

Dividends declared annually in cash, which can be applied to reduce the annual premiums, or to increase the insurance.

Policies issued for the special protection of WIVES AND CHILDREN.

Policies issued to SECURE THE PAYMENT OF DEBTS. Also, TONTINE INVESTMENT POLICIES, combining the security of Life insurance with the profitable investment of money.

Parties desiring SAFE AND SECURE LIFE INSURANCE at its actual net cost in this old and reliable company are requested to make application to the undersigned.

COPES & OGDEN,
General Agents,
No. 44 Carondelet street.

This company paid during the last year nearly $1,500,000 loses by death, and declared dividends to policy holders in cash $1,742,554 40.

LOCAL BOARD.

Aug. Bohn, S. H. Kennedy, J. S. Walton,
E. F. Mioton, Samuel Smith, Wm. S. Pike,
T. A. Adams, F. Wintz, E. Peale,
Charles Cavaroc, S. O. Nelson, W. B. Schmidt,
L. B. Cain, Paul Fourchy, S. Forcheimer,
George Foerster, F. Camerden, A. Chiapella,
T. J. Semmes, J. H. Ludwigsen, J. A. Dufilho.
F. S. Sampson, J. H. Oglesby,

MEDICAL EXAMINERS.
D. C. Holliday, M. D. John W. Caldwell, M. D.
ap22 3m Fr Sa Su

BANKS AND BANKING.

LOUISIANA SAVINGS BANK
AND
SAFE DEPOSIT COMPANY,
No. 51 Camp Street.

NEW ORLEANS, June 27, 1874.

This bank, having increased its capital to a

HALF MILLION DOLLARS,

Offers undoubted security to its depositors by placing that sum between them and the possibility of loss.

This is a good time to open accounts in the Savings Department, as a new quarter will begin July 1, from which date INTEREST AT SIX PER CENT will be allowed.

Interest for the past six months will be paid on demand after July 4.

E. C. PALMER, President.
JOHN S. WALTON, Secretary. je28

THE FREEDMEN'S SAVINGS AND TRUST COMPANY,

SAVINGS BANK

Chartered by the United States March, 1865.

NEW ORLEANS BRANCH,

No. 182 Canal Street, corner of Dryades,

Bank hours from 9 A. M. to 3 P. M.

Open Saturday Nights to receive deposits from Six to Eight o'clock.

Interest Allowed on Deposits.

C. D. STURTEVANT, Cashier.
fe24 1y HENRY BACAS, Assistant Cashier.

THE CITIZENS' SAVINGS BANK

Is a strictly legitimate bank for savings, modeled upon the plan of popular and successful institutions in New York and London, and incorporated April 24, 1872, under a special and favorable charter granted by the Legislature of the State of Louisiana, with an authorized capital of $200,000.

Interest six per cent per annum.

Deposits of ten cents and upward received.

All deposits are payable on demand.

Open daily from 9 A. M. to 3 P. M., and on Saturday evening from six to eight o'clock.

GRUNEWALD HALL,
No. 22 Baronne Street.

M. BENNER, Cashier. J. L. GUBERNATOR, President.

DIRECTORS.
JOHNSON ARMSTRONG, THOMAS HASAM,
E. W. BURBANK, J. L. GUBERNATOR,
mh1 1y M. BENNER.

NEW ORLEANS SAVINGS INSTITUTION, No. 156 Canal street. Trustees—Dr. W. Newton Mercer, L. F. Generes, George Jonas, Thomas A. Adams, Thomas Allen Clarke, Charles J. Leeds, David Urquhart, John G. Gaines, Carl Kohn, Christian Schneider, Samuel Jamison.

Interest Allowed on Deposits.

L. F. GENERES, President.
CHARLES KILSHAW, Treasurer. mh28 1y

HOTELS AND RESTAURANTS

TEGARDEN HOTEL,

MISSISSIPPI CITY, MISSISSIPPI,
Under the management of Colonel J. O. Nixon,
IS NOW OPEN FOR THE SEASON.

Board per month of four weeks $40; board per day $2 50. Children and servants half price.
je20

THE COTTAGE,

AT THE LAKE END PONTCHARTRAIN RAILROAD,
(Left side, near centre of the wharf).
LOUIS MAYER, Proprietor.

Family parties accommodated on most reasonable terms and in elegant style. je12 3m

BUSINESS CHANGES.

NOTICE.—WE HAVE THIS DAY FORMED A partnership under the name and style of PAYNE, KENNEDY & CO., to succeed the old firm of J. U. & H. M. Payne & Co., and to transact a Cotton Factorage and Commission business.

J. U. PAYNE, JR.,
S. H. KENNEDY,

And the late members of J. U. & H. M. Payne & Co.
New Orleans, La., June 27, 1874. je28 1m

DISSOLUTION OF COPARTNERSHIP.

The firm of SAMUEL SMITH & CO. is this day dissolved by mutual consent.

Mr. CHARLES KILSHAW, at No. 156 Canal street, will attend to the liquidation of our unsettled business.

SAMUEL SMITH,
A. W. SMITH,
CHARLES KILSHAW.

New Orleans, May 19, 1874. my20 1m 2am 6m

CORPORATIONS.

AMENDMENT TO CHARTER.

STATE OF LOUISIANA, CITY OF NEW ORLEANS.

Be it known that on this eighteenth day of June, A. D. 1874, and the ninety-eighth of the independence of the United States of America, before me, Joseph Cohn, a notary public in and for the parish and city of New Orleans, duly commissioned and qualified, personally came and appeared Messrs. Frederick Del Bondio, president; Herman Zuberbier, vice president, and Emile Maier, secretary; also other stockholders of the GERMANIA INSURANCE COMPANY OF NEW ORLEANS, hereinafter undersigned who declared that at a general meeting of the stockholders of said company held in accordance with article eighteen of its charter, on the tenth day of June, 1874, three-fourths of the stock represented at said meeting assenting, it was—

Resolved, That the capital stock of the company shall be and is hereby reduced from $300,000, as fixed in article three in said charter, to $200,000 by a corresponding reduction in the number of shares from 3000 to 2000 shares of $100 each, the said reduction to be effected by the converting of each three of the old shares into two of the new shares under this resolution.

Thus done and passed in my office, at said city, in presence of Charles F. Barry and Eusebe Bouny, competent witnesses, who sign this act with said parties and me, notary.

Original signed:
Fred. DelBondio, President; H. Zuberbier, Vice President; E. Maier, Secretary; H. F. Klumpp, F. M. Zeigler, Ph. D. Mayer, J. Hassinger, Hugo Redwitz, Miller & Dielmann, Charles F. Barry, E. Bouny.

JOSEPH COHN, Notary Public.

I, the undersigned, deputy recorder of mortgages in and for the city and parish of Orleans, do hereby certify that the foregoing act of amendment of incorporation of the Germania Insurance Company of New Orleans, has been duly recorded in my office, according to law, in book No. 118, folios 446 and 447.

C. DARCANTEL, Deputy Recorder.

New Orleans, June 19, 1874.

I, notary, certify the foregoing to be a true copy of the original act on file in my office.

In faith whereof, I grant these presents, under my signature and seal of office, this twenty-second of June, A. D., 1874.

je27 1m JOSEPH COHN, Notary Public.

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..........
On marine risks..........
On river risks..........

Total premiums..........
Less reserve for unterminated risks, December 31, 1873..........$125,605 93
Less return premiums..........11,776 53

Net earned premiums..........
Reinsurances..........$42,923 93
Losses on fire.....$183,070 07
Dosses on marine. 67,172 06
Losses on river.... 9,774 91—260,017 04
Expenses, taxes, etc., less interest account..........17,401 45
Commissions on agency business..........7,736 87
Rebate paid to the assured..........39,773 40
Semi-annual interest on capital stock—
Five per cent paid August, 1873.. 25,000 00
Five per cent payable in February, 1874...... 25,000 00— 50,000 00

Reserved for unsettled claims..........
The company has the following assets:
Cash..........
Bills receivable for premiums..........
Bonds, city and others..........
Stocks, Gas Company and others..........
Pledge and mortgage notes..........
Premiums in course of collection..........
Suspense account..........
Agency premiums for December..........
Warrant account..........
Branch office..........
Louisiana Cotton Factory..........
Property corner Canal and Camp streets..........
Other real estate..........
Due by insurance companies..........

Total..........
Depreciation..........

Cash market value..........

LIABILITIES.

Capital stock..........
Unterminated risks..........
Interest on capital stock, due in February..........
Interest and dividends uncollected..........
Bills payable..........
Claims unsettled..........
Reserve, two and a half per cent on losses..........

Total..........

The above statement is a true and correct transcript from the books of the company.

J. W. HINCKS, Secretary. J. TUYES, President.

Sworn to and subscribed before me, this ... day of January, A. D. 1874.

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

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

Directors.
GEORGE URQUHART, M. PAYRO,
H. GALLY, PLACIDE FORSTALL,
GEORGE W. BABCOCK, AUGUST ...,
T. BAILEY BLANCHARD, E. MILTENBERGER,
A. SCHREIBER, W. B. SCHMIDT,
CHARLES LAFITTE. J. TUYES.

TWENTY-FIFTH ANNUAL STATEMENT
OF THE
CRESCENT MUTUAL INSURANCE COMPANY,
May 23, 1874.

Total gross premiums for year ending April 30, 1874..........
Earned premiums, less reinsurance and return premiums..........
Less losses paid and estimated..........$156,266 99
Less taxes, discount in lieu of participation, interest on capital, less discount, etc. 100,564 08

Net profits..........
Total gross assets of company..........

The Board of Trustees resolved that ... ing the fourth quarterly interest at two and a half per cent on the capital stock of the company, and a dividend of TWENTY-FIVE PER CENT in cash on and after the twenty-third day of ... next, to those parties insuring with the company entitled to receive the same.

TRUSTEES.
Thomas A. Adams, Samuel B. Newman,
Samuel H. Kennedy, C. T. Buddecke,
John Phelps, A. G. Ober,
Adam Thomson, Henry Abraham,
P. N. Strong, Victor Meyer,
Joseph Bowling, Edward J. Gay,
John M. Sandidge, Simon Hernsheim,
Simon Forcheimer, Joseph B. Wolfe,
R. B. Post, R. T. Torian,
Edward Pilsbury, John E. King,
Charles E. Slayback, Frederick Camerden,
David Wallace, J. L. Harris,
Andrew Stewart, Joseph Stone.
THOMAS A. ADAMS, President.
HENRY V. OGDEN, Secretary.
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LOUISIANA MUTUAL INSURANCE COMPANY.

TWENTIETH ANNUAL STATEMENT.

In conformity with the requirements of the charter, the company publish the following statement:

Total premiums for the year ending February 1874, $564,129 19, viz:
Fire premiums..........$206,...
Marine premiums..........297,...
River premiums..........59,...

Total..........$56...
Less unearned premiums......$23,125 00
Returned premiums..........10,338 26—...

Net premiums..........
Fire losses..........$178,535 90
Marine losses..........158,374 45
River losses..........45,535 61

Total losses paid..........$382,445 96
Rebate in lieu of dividend...87,917 63
Reinsurances and expenses less discount and profit and loss accounts..........40,615 63—510,...

Balance reserved..........
The company have the following assets:
City and other bonds..........
Bank and other stocks..........
Insurance stock and scrip..........
Real estate..........
Bills receivable and mortgages..........
Bills receivable..........
Premiums in course of collection..........
Amount due by agencies..........
Cash on hand and in Europe..........
Suspense account..........

Total..........

The above statement is a true and correct transcript from the books of the company.

CHARLES BRIGGS, President.
J. P. ROUX, Secretary.

STATE OF LOUISIANA,
Parish of Orleans, City of New Orleans.
Sworn to and subscribed before me this third day of March, 1874.

P. CHARLES CUVELLIER,
Notary Public, No. 140 Gravier street.

BOARD OF TRUSTEES.
Elected February, 1874.
Charles Briggs, N. M. Benachi,
Ant. Carriere, Thomas H. Hunt,
George A. Fosdick, Chn. Honold,
R. Brugier, D. Jamison,
P. Anderson, R. S. Howard,
A. Fredericks, Edward Toby,
George W. Dunbar, Wash. Morton,
George W. Hynson, William Knox,
Henry J. Vose, W. S. Bailey,
E. Marqueze, J. E. Livaudais,
Charles Weishaar, A. K. Miller,
A. Lecourt, Edward Morphy,
Frank Williams, J. A. Lum,
Charles Lafitte, Silas Weeks,
Rudolph Sieg, E. K. Bryant,
W. C. Black, R. R. Decan,
John S. Wallis.

TEUTONIA INSURANCE COMPANY
OF
NEW ORLEANS,
Office No. 111 Gravier Street.

... FIRE, MARINE AND RIVER RISKS ... LOWEST RATES.

Assets..........$798,...

A. EIMER BADER, President.
CH. ENGSTFELD, Vice President.
GEORGE STROMEYER, Secretary.

Board of Trustees:
Henry Abrams, A. Eimer Bader,
H. A. Baumgarden, F. F. Del Bondio,
Ch. Engstfeld, M. Frank,
H. R. Gogreve, Hy. Baller,
Sigmund Stein, J. H. Keller,
J. Keller, Louis Leonhardt,
Theo. Lilienthal, C. H. Miller,
F. Rickert, Frank Bader,
Louis Schneider, W. B. Schmidt,
B. Seig, Isaac Scherck,
Louis Schwartz, J. M. Schwartz,
J. R. Wildermann, X. Weissenbach
oc25 1y