

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...

VIRGINIA SPRINGS, VIA LOUISVILLE.

General Passenger and Ticket Agent.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD COMPANY.

(GREAT JACKSON ROUTE.)

Trains depart and arrive as follows from Calhoun street depot.

DEPART. ARRIVE.

Express and mail, daily, 8:00 A. M. to 10:30 P. M.

Palmetto Palace Sleeping Cars through to St. Louis, Chicago and Louisville.

Only one change of sleeping cars to Eastern cities.

For rates for sale and information given at No. 22 Camp street, corner of Common.

A. D. SHELTON, Agent.

R. D. FRONT, General Manager.

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. to 10:30 P. M.

Coast accommodation, daily (except Sunday), 11:00 P. M. to 1:00 P. M.

Through night express, daily, 11:00 P. M. to 1:00 P. M.

Thought night express, daily, 1:00 P. M. to 3:15 P. M.

Day accommodation, daily (except Sunday), 8:50 A. M. to 10:30 P. M.

Express and mail, daily, 10:30 P. M. to 12:00 P. M.

Through night express, daily, 11:00 P. M. to 1:00 P. M.

The 4 P. M. express train will stop only at regular telegraph stations between this city and Ocean Springs.

This is the only line running through Pullman Palace Cars to Louisville, Charlotte and Virginia Springs.

Office corner Camp and Common streets, opposite City Hotel.

R. P. SHUTE, General Passenger Agent.

W. H. SCLAFORD, General Superintendent.

LOTTERIES.

SUMMER SCHEME.

ONLY 10,000 NUMBERS.

LOUISIANA STATE SINGLE NUMBER LOTTERY.

Three Capital Prizes of \$10,000 each.

200 prizes of \$100 each.

LOUISIANA STATE LOTTERY COMPANY.

(Incorporated August 17, 1868).

CLASS K.

To be drawn in public at New Orleans.

On Saturday, August 1, 1874.

SCHEME.

10,000 Tickets, \$10 each. Tickets only \$10.

Halves, Quarters and Eighths in proportion.

1 prize of \$10,000 is..... \$10,000

1 prize of 10,000 is..... 10,000

1 prize of 10,000 is..... 10,000

1 prize of 10,000 is..... 10,000

20 prizes of 100 are..... 2,000

APPROXIMATION PRIZES.

9 approximations of \$200 each for the nine remaining units of the same ten of the numbers drawing the \$10,000 prize are..... 1,800

9 approximations of \$100 each for the nine remaining units of the same ten of the numbers drawing the \$10,000 prize are..... 900

9 approximations of \$50 each for the nine remaining units of the same ten of the numbers drawing the \$10,000 prize are..... 450

260 prizes, amounting to..... \$70,400

EXPLANATION OF APPROXIMATION PRIZES.

The nine remaining units of the same ten of the numbers drawing the \$10,000 prize will be entitled to the twenty-seven approximation prizes.

For example, if ticket No. 1245 draws the first \$10,000 prize, those tickets numbered 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249 and 1250 will be entitled to \$200.

If ticket No. 231 draws the second \$10,000 prize, those tickets numbered 228, 229, 230, 231, 232, 233 and 240 will be entitled to \$200.

If ticket No. 418 draws the third \$10,000 prize, those tickets numbered 411, 412, 413, 414, 415, 416, 417, 418 and 419 will be entitled to \$200.

Whole Tickets, \$10; Halves, \$5; Quarters, \$2 50; Eighths, \$1 25.

PRIZES PAYABLE IN FULL WITHOUT DEDUCTION.

Orders to be addressed to the LOUISIANA STATE LOTTERY COMPANY.

Lock Box No. 692, Postoffice, New Orleans.

Send postoffice money order, or register your letter.

AD 17

DRAWING OF THE LOUISIANA STATE LOTTERY FOR JULY 25, 1874.

CLASS 175.

1 2 3 4 5 6 7 8 9 10 11 12 13 14

15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

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

Witness our hands at New Orleans, Louisiana, this twenty-fifth day of July, 1874.

S. PERALTA, ADAM OFFICER.

BREWARD OF BOGUS LOTTERIES. AD 17

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 De Bondis, president; Herman Zuberber, vice president; and Emilio Mayer, secretary; also other stockholders of the GERMANIA INSURANCE COMPANY OF NEW ORLEANS, hereinafter understood who desired to amend their charter in the following manner, to wit: That the 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 \$200,000, as stated in article three in and to chapter 2 to \$200,000 by a corresponding reduction in the number of shares from 2000 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.

That the same be passed in my office, at said city, in presence of Charles F. Barry and Susette Bony, competent witnesses, who sign this act with said parties and me, notary.

Original signed by:

Frederick De Bondis, President; H. Zuberber, Vice President; E. Mayer, Secretary; F. P. Kumpff, F. M. Zeigler, Ph. D. Mayer, J. Hastings, Hugo Ledwith, Miller & Diehlmann, Charles F. Barry, E. Bony.

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 and incorporation of the Germania Insurance Company of New Orleans, has been duly recorded in my office, according to law, in book No. 116, folios 448 and 449.

C. DARGENTZ, Deputy Recorder.

New Orleans, June 19, 1874.

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

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

JOSEPH COHN, Notary Public.

SENATOR WEST'S EXPLANATION.

Observations of Major Howell.

EDITOR REPUBLICAN:

Mr. West, in a speech delivered before the New Orleans Chamber of Commerce, on the twentieth instant, made certain insinuations that call for remark. Why? Because Mr. West is a Senator of the United States; this is the only reason.

The part of Mr. West's speech on which I shall remark is made up of false statements, insinuations and opinions delivered with an object in view that may be inferred from his desire to explain.

Mr. West having, it is generally believed here, betrayed his trust as a Senator, is alarmed at the result and seeks shelter behind the corps of engineers. This provokes my remarks. He begins by insinuating that the report of the board of engineers convened to consider a project for the Fort St. Phillip canal, and projects for improving the natural outlets of the Mississippi river, has been suppressed in New Orleans—that it has been suppressed by the friends of the canal project, for the reason that it "absolutely condemned the canal." Officers of engineers, known friends of the canal, and those known to have been given copies of the report for distribution, are by implication parties to this suppression.

He says this report "has never seen the light in this city."

See how easily he is contradicted. I had fifty copies for distribution. I sent them to all the newspapers and to many prominent gentlemen, who, I presumed, would be interested in the subject of the report. Mr. Sypher states that he distributed here about fifty copies. Other Representatives were entitled to copies for distribution. Mr. West was entitled to a large number. What has he done with them?

The first edition was not large enough, and the chief of engineers had a second edition published. The principal newspapers here publicly acknowledged receipt of copies.

In the face of these facts what are we to think of Mr. West's statement?

He says the report "absolutely condemned"—what? He leaves us to infer that he meant the canal. This is a matter of opinion. I had thought it absolutely condemned everything except the canal. There are a hundred people here who have the report. Let us have their views.

Mr. West, after his first insinuation, slips aside and insinuates that the engineers unnecessarily delayed the report.

A few facts about this appear called for. The House of Representatives passed the resolution, that called for the survey and report, March 14, 1871. Afterward, the usual steps had to be taken, in Washington, to obtain from the treasury an allotment of money to conduct the survey. My orders to make the survey were dated April 18, 1871, and I was informed that \$10,000 had been allotted for the work.

The summer is no time for doing such work either economically or well. I commenced it in November. The field work consumed several months, the plotting several more, the preparation of elaborate detailed plans, several more. The results of the survey were then in shape for careful study; the importance of the subject demanded such study. In February, 1873, I submitted my report—some fifteen months after the commencement of the survey. Was that an unreasonable time? What was I expected to do—dash off a project that from its crudeness would have no weight? I trust I had a better conception of my duty than that.

Perhaps, with all my care, the report was yet crude (the subject was a large one); yet it was complete enough to meet the commendation and enlist the support of many of the leading engineers of the country. The chief of my corps considered it so important and its conclusions so at variance with those generally held, that he withheld it from Congress until he could have it considered by a board of engineers. The report of that board, of which there are at least a hundred copies in New Orleans, supports my conclusions, merely suggesting changes in details of plan and consequent necessity for greater estimate of cost. It affords the only justification I want for not dashing off a hasty report and then going to Europe to study my subject.

This delay gave a weight to my conclusions that they would not have had if presented to Congress without the indorsement of engineers of well established professional reputation.

To this dignified, honest course of action, which has made the Fort St. Phillip canal a power in the land, Mr. West objects—he prefers the dash (let us call it that) of Mr. Eads.

So far, by implication, the engineers have suppressed their work. It is certain they have been too slow for Mr. West's ardent temperament. The way has been paved for another insinuation. Here it is necessary to quote:

Captain Howell prefaces his report by this statement. Where that gentleman gets his information I don't know. Possibly he may have got it from the chief engineer of the army. He commences his report by referring to the location of the Fort St. Phillip canal. Whether it was the general reputation of that locality, or whether it was in consequence of preceding investigations made here, and in which the board had also been engaged, or whether it was under instructions from the chief engineer himself that this officer's attention was directed to that particular locality, I am not prepared to say. But the fact is patent that the Congress of the United States had instructed the engineers to seek for an outlet from the Mississippi river, and that the officer charged with looking for that object does not seem to have given his attention to any other method of getting into the waters of the Gulf, except this particular one. There may be some significance in that. Perhaps subsequent investigation may develop it. Now, what had you a right as citizens of Louisiana to expect? And what had I as your representative a right to expect to see being done by this officer?

Don't you suppose that he subordinated that duty to other? Don't you suppose that the officer charged with that duty found something of greater consequence to do here?

What does this mean? Simply that Captain Howell, or the chief of engineers, was interested in a particular locality, person, interested in preferring charges, where these officials could be made to answer at the peril of their good names and honorable commissions, has kept his ideas in his own head that he might insinuate them before a body of merchants in this city.

The people of New Orleans should know the facts.

On the fourteenth of December, 1870, the Senate of the United States, by resolution, instructed its Committee on Commerce to inquire into the expediency of constructing a canal from the Mississippi river, near Fort St. Phillip, to a point near Breton Island, in the Gulf of Mexico.

The Committee on Commerce requested the Secretary of War to have his department furnish information. I was the subordinate on whom the duty of collecting information fell. I collected all I could get designated by the Senate of the United States to get more. On this recommendation the resolution of March 14, 1871, was based. In view of these facts, which Mr. West must have known, in what light must his insinuation appear?

Mr. West, after this insinuation, goes into a long statement in which he charges that the reports of the engineers on the canal are defective, indefinite, vague, and that he could not find in them a recommendation on which the Committee of Transportation could act. Mr. West "was for water, then, by some other means."

This lack of recommendation killed the canal with Mr. West and his colleagues. Mr. West takes particular pains to elucidate this conclusion. One would have thought he might rest content with it, but not he. He knows it to be false, as I will prove from his own words. He goes on to suggest the true reason. He invades the committee room; he drags out the members of the committee; he exposes the motives that controlled their action; he points out their several interests and explains the impossibility of harmonizing these, and then he makes this statement:

Do not understand me to say that these gentlemen were not anxious to accomplish something and contribute thereto, but there are other subjects dearer to them than this. They are responsible to their constituents, and it was a question with them whether they could go home and say that Louisiana had carried off the prize, and have them respond: What did you do for the Kanawha?

I found instantly in that committee that was the objection.

The Senators from Virginia could not get their Kanawha canal, nor could the Senators from Georgia and Florida get their canals; therefore, Louisiana got her share. Mr. West says that "that was the objection." So all this cry of no recommendation is a mere blind to cover up a failure to trade.

Mr. West, after thus stating the real objection, again contradicts himself, and says that the Louisiana "land grab" killed the bill for the Fort St. Phillip canal. I only call attention to this to introduce a final extract from Mr. West's speech.

But unfortunately before that action had been taken by the Governor some 6000 acres of that land had been taken up, in various parts, by John Beckwith, engineer, and brother of a former officer of the army. He commenced his entries about the time that the engineer corps in New York had come to the conclusion that perhaps that canal was practicable if they had the time to locate it.

He insinuates a connection between the engineer corps and the "land grab." This insinuation is groundless and the last offering of a spiteful mind that I feel called upon to notice.

C. W. HOWELL.

WEEKLY AND WHEREFORE.

BY MARY WASHINGTON.

Why, indeed, I like you

Would be hard to tell,

Can the sailor tell you

The polar circles spell?

Like the simple flowers

As the sun and dew,

Knowing not the wherefore,

Dearest I like you.

As the bee the blossom,

As the deer the deer,

(Whisper, do not tell)

As the ignorant streamlet

Loves the ocean blue,

Knowing not the wherefore,

Darling, I love you.

Summer in New Orleans.

There are people who voluntarily, yet eagerly, make a temporary change from better to worse just for the sake of change; who really enjoy disagreeable weather and ugly garments and coarse fare when the usual course of their lives bestows upon them the reverse of these. Some such feeling it is which prompts our citizens to abandon New Orleans during the months of July and August, for certainly if summer must be endured once a year she can not be met under a more delightful aspect than that which she presents here. It is not so much that the thermometer indicates a less degree of heat than in the higher latitudes, for that misleading instrument, like the witches in Macbeth, often deceives by telling the truth, but it is that morning, noon, and night the heat is tempered by an ever flowing breeze from the sweet south, "stealing and giving odor." This breeze, streaming from the gulf, bears health and pleasure on its wing; and those who woo it in an sunrise stroll or moonlight saunter are amply compensated for the inconveniences of the intervening period. In fact our nights just now are of paradisaical beauty; suggestive of everything most entrancing, and given up to the joint dominion of moonlight perfume, love, song. On vine-clad, moonlit, jasmine-scented balconies are gathered happy family groups; papa in slippers and shirt sleeves indulging in a soothing "smoke," mamma in her ample rocking-chair revelling in delicious semicolons, Clarissa toying with the keys of her piano in the dimly lighted parlor, while off in the shady portion of the gallery, side by side and hand in hand, sat the betrothed ones, whispering those sweet nothings so precious to their own ears, so flat to all others. Nor are those who desire enjoyment of a more active kind left unprovided for; as the gay parties who frequent the various fete champettes, given so frequently in the semi-suburban spots can freely testify. This being a general article on the pleasures of summer in New Orleans, and not a special puff of any one amusement, we shall carefully avoid any mention of Captain Dan Hickok and his charming gardens, and the comfortable seats he has placed upon the levee. Here strollers may sit and see, evening after evening, pictures of unsurpassed beauty, ever changing, ever new, lighting up the western sky with hues of gold and azure, canary and violet, softly shading in opaline tints such as no painter, no matter how gifted, could hope to imitate. But this is likewise a quiet pleasure, and we were about to mention active ones. Well, besides the fetes above alluded to where enthusiastic young persons can dance until linen grows limber and bright cheeks blush through a watery veil, there are rides to the lake and to enjoy fish breakfasts or dinners, and for those inclined for excitement there are—political club meetings.

As for that most appropriate summer pleasure, the indulgence in an abundance of fruit, it must be admitted that to persons of moderate incomes, that is to the majority of people, this luxury is just now rather a Barbecuee one, the fruit dealers preferring high prices and few sales. There is fruit enough, however, and variety enough; peaches, apples, pears, figs, grapes, melons, cantelopes; and all to be had for the—buying.

Let our Northern friends should think this enumeration of our summer advantages too material, it is well to add that a camp meeting is holding in our vicinity where spiritual fare is to be had on the usual terms; and from which is to be expected the usual results.

Pointe Coupee.

The Bulletin of the twenty-first instant with due regard for its sensational reputation, favored its readers with a highly flattered article entitled "Republican Rule in Pointe Coupee." The point of the article in question is to show that Mr. J. E. Breaux, the sheriff of Pointe Coupee parish, has been guilty of conduct "so flagrant and outrageous," that he was arraigned before the last grand jury therein convened and by its members had been indicted for nearly every crime known to the Divine or human law—or at least such is the impression the Bulletin seeks to make on the person perusing its romantic recital. Now the facts are that Mr. Breaux is a native of this State, a sugar planter of means, a gentleman of education—all qualities that have caused his persecution by others who refused to recognize his right to join the Republican party.

These worthies, by repeated importunity, caused the grand jury to examine into alleged irregularities that had been committed by Mr. Breaux while acting as parish auditor. This examination was conducted not merely by the proper official, but by volunteer counsel, and as a result of this most thorough and searching investigation, we have seen not merely letters from Democrats (not politicians) of the highest respectability exonerating Mr. Breaux, but have perceived a paper signed July 22, by members of the grand jury in question, in effect stating that they had elicited nothing that would criminate Mr. Breaux in the least, and that they had "fairly and fully examined into all charges."

We trust this explanation will satisfy the Bulletin, which would, we believe, cheerfully endorse this statement were it not that its readers seem to believe a native Radical has no rights that Democrats are bound to respect.

COTTON AT AUCTION.—Messrs. Nash & Hodgson, auctioneers, sell on Monday, July 27, at 10 A. M., on the levee, at the head of Washington street, for account of ship Alliance, 150 bales of cotton; and at 11 A. M., at the Alabama and other presses, thirty bales of cotton, all more or less. See advertisements.

The New Orleans, Mobile and Texas Railroad—Its Present Condition.

Almost ever since the creation of this company by the act of February 20, 1870, it has been the cause of important and protracted litigation in the State and federal courts. At present there are five suits on the docket of the Superior District Court, the most important of which are those of the State against the road, in October of last year, Assistant Attorney General Fellows, fearing the managers of the road would remove all of its rolling stock and portable property, then and now west of the Mississippi, and on which the State claimed a privilege on its issue of bonds to the amount of \$750,000, to the east side of the river, and beyond the jurisdiction of the court, procured an injunction restraining them from so doing. This injunction has never been set aside. Another suit was filed in the name of the State December 1, and a writ of sequestration issued. This still holds as good as any order of court. July 3, Judge Hawkins, in the original suit of the State for the return of the bonds advanced, the contract not being fulfilled, ordered the return of the bonds or the seizure of the road by the parish sheriffs. These are the principal suits affecting the existence of the road, the others being those of contractors and other creditors.

The history of the cases in the United States courts is more complicated and the papers more voluminous. The most important case is that of Frank M. Ames. His bill of complaint recites two mortgages, executed by the road to Oakes Ames and Edwin D. Morgan, as trustees for the bond holders, March 15, 1870, and January 1, 1872, and the succession of the road; also, act of March 17, 1869, providing for a mortgage of \$12,600 per mile and a second series of bonds with the guarantee of the State, secured by a second mortgage to the Governor of Louisiana; that this mortgage was executed July 1, 1870, and \$75 bonds of \$1000 each issued; that the road failed to complete its contract; that there is due on the first mortgage for principal \$7,250,000, and for interest \$1,015,000, and there is due for principal on the second mortgage \$875,000, and for interest \$122,500; further, that the property is now under the control of the plaintiff, Frank M. Ames, and prayed for a decree of sale, which was granted and ordered to take place after six weeks' publication. The order further says the completed portions of the road, seventy miles, should be sold in one parcel; the balance as the trustees should determine; the sale to be for cash, the trustee of the first and second mortgages being allowed to bid for their respective contingent trusts, and not be required to pay more than the sum due to the mortgagee. F. A. Woolley was appointed master in chancery to conduct the sale and see that it was done fairly. In case that a person shall bid who is not connected with the mortgages as trustee, and in any case where money shall be paid to the trustee by any party, the sum shall be deposited in the State National Bank to abide the confirmation of the report of sale, in the names of the trustees. Ten days was allowed for the report.

These proceedings were had May 23, 1874, and were entirely independent of and had no reference to those before the Superior District Court. Nor is there any reference to the orders of Judge Woods in the petitions before Judge Hawkins. The suit of the State was filed and writ of injunction and sequestration issued long before the order of Judge Woods was issued.

The original suit of Ames against the road was thus completed. June 1, 1874, he filed a bill against S. B. Cole, praying for an injunction against Lyman J. Dodge and Robert W. Rogers et al. This injunction was issued, served on these defendants June 9, and directed them to refrain from prosecuting any suits against the railroad, so far as to affect the possession, custody or control of the property embraced in the deeds of trust to Ames and Morgan, or show cause June 17. On this day the case was continued to the first Monday of September. About this time there appears to have been an agreement between the parties to the suits in the different courts, for there is filed as evidence telegrams of June 13, 15 and 16 declaring the contract not to seize for thirty days broken, and that the road was seized Monday, June 15.

On this supplemental bill, sworn to by Frank M. Ames before Fisher Ames, in Boston, was filed July 21. This complaint prays that "acting Governor" William Pitt Kellogg, A. P. Field, J. B. Cotton, J. Q. A. Fellows and the sheriffs of the parishes of Orleans, St. Charles, St. John, St. James and Ascension and Rockford & Stewart be joined to the defendants in the original bill, and that the injunction already issued be made to apply to them. The bill recites the acts of incorporation November 24, 1866, and February 12, 1867; the enactments of other States; the construction of the road from Mobile to New Orleans; the necessity to raise money, and the mortgage to Ames and Morgan; and the issue of \$75 bonds July 1, 1870, at \$12,500 per mile; that the validity of these mortgages is not impugned; that March 5, 1869, a mortgage was executed to Peter Butler and J. H. Gardner, to take effect in April, 1873; that April 3, 1873, by a decree of the court, the road was sold to them; that the road itself has not had control of the property since that date; that Gardner and Butler held for the *cestui que trust*, and Frank M. Ames has succeeded them; that in May a bill was filed against the road and Governor Kellogg; and a decree of injunction was issued accordingly. It further recites the proceedings in the Superior District Court, under section seven of act of February 21, 1870; alleges that no lien or privilege is set up by the act or the petitions of the State; that the road completed its contracts as per exhibit; that the claims under the State suits are clouds on plaintiff's title; that the decree of the State court is unjust and illegal, and renders the decree of the United States court abortive, that it is an injury to the *cestui que trust* and other prior claims. On the prayer writs of subpoena and injunction are issued restraining all parties till the bill can be tried from interfering with the control of the road, the plaintiff having control of the road in accordance with a decree of Judge Woods, the order being proper. The defendants are allowed to file a motion to dissolve the order, and the plaintiffs to move for a perpetual injunction.

The writ, bearing tests of Chief Justice

MORRISON R. WAITE, was served on Governor Kellogg, July 21, and subsequently on the several sheriffs.

The latter had taken possession on the order of the Superior District Court, and on consultation with counsel declined to obey it.

No further proceedings have as yet been had, and matters remain at present awaiting either the arrival of Judge Woods, or an order from him to the marshal to enforce the order of court. It is a direct conflict between State and federal jurisdiction, and presents more nice points than can be decided without further proceedings.

The Levee Convention.