

NUMBER COPIES: FIVE CENTS

VOLUME VIII—NO. 100.

AMUSEMENTS.

EXHIBITION EXTRAORDINARY AT THE FAIR GROUNDS. B. J. MEMORY, the Champion Walker, will walk 100 miles in 24 hours.

BANKS AND BANKING.

LOUISIANA SAVINGS BANK AND SAFE DEPOSIT COMPANY, No. 51 Camp Street. CAPITAL \$500,000.

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.

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, 1868).

CLASS I.

To be drawn in public at New Orleans, on Saturday, August 23, 1874.

SCHEME.

10,000 Tickets, \$100 each. Tickets sold \$10.

Halves, Quarters and Eighths in proportion.

Prize of \$10,000 to the holder of the first ticket.

Prize of \$5,000 to the holder of the second ticket.

Prize of \$2,500 to the holder of the third ticket.

Prize of \$1,250 to the holder of the fourth ticket.

Prize of \$625 to the holder of the fifth ticket.

Prize of \$312.50 to the holder of the sixth ticket.

Prize of \$156.25 to the holder of the seventh ticket.

Prize of \$78.125 to the holder of the eighth ticket.

Prize of \$39.0625 to the holder of the ninth ticket.

Prize of \$19.53125 to the holder of the tenth ticket.

Prize of \$9.765625 to the holder of the eleventh ticket.

Prize of \$4.8828125 to the holder of the twelfth ticket.

Prize of \$2.44140625 to the holder of the thirteenth ticket.

Prize of \$1.220703125 to the holder of the fourteenth ticket.

Prize of \$0.6103515625 to the holder of the fifteenth ticket.

Prize of \$0.30517578125 to the holder of the sixteenth ticket.

Prize of \$0.152587890625 to the holder of the seventeenth ticket.

Prize of \$0.0762939453125 to the holder of the eighteenth ticket.

Prize of \$0.03814697265625 to the holder of the nineteenth ticket.

Prize of \$0.019073486328125 to the holder of the twentieth ticket.

Prize of \$0.0095367431640625 to the holder of the twenty-first ticket.

Prize of \$0.00476837158203125 to the holder of the twenty-second ticket.

Prize of \$0.002384185791015625 to the holder of the twenty-third ticket.

Prize of \$0.0011920928955078125 to the holder of the twenty-fourth ticket.

Prize of \$0.00059604644775390625 to the holder of the twenty-fifth ticket.

Prize of \$0.000298023223876953125 to the holder of the twenty-sixth ticket.

Prize of \$0.0001490116119384765625 to the holder of the twenty-seventh ticket.

Prize of \$0.00007450580596923828125 to the holder of the twenty-eighth ticket.

Prize of \$0.000037252902984619140625 to the holder of the twenty-ninth ticket.

Prize of \$0.000018626451492305703125 to the holder of the thirtieth ticket.

Prize of \$0.000009313225746461528515625 to the holder of the thirty-first ticket.

Prize of \$0.0000046566128732307642890625 to the holder of the thirty-second ticket.

Prize of \$0.0000023283064366153519214284375 to the holder of the thirty-third ticket.

Prize of \$0.00000116415321830767596071421875 to the holder of the thirty-fourth ticket.

Prize of \$0.000000582076609153837980357109375 to the holder of the thirty-fifth ticket.

Prize of \$0.000000291038304576918990178546875 to the holder of the thirty-sixth ticket.

Prize of \$0.0000001455191522884995094892734375 to the holder of the thirty-seventh ticket.

Prize of \$0.00000007275957614424997474463671875 to the holder of the thirty-eighth ticket.

Prize of \$0.000000036379788072122499873723359375 to the holder of the thirty-ninth ticket.

Prize of \$0.00000001818989403606122499873723359375 to the holder of the fortieth ticket.

Prize of \$0.0000000090949470180306122499873723359375 to the holder of the forty-first ticket.

Prize of \$0.00000000454747350901530306122499873723359375 to the holder of the forty-second ticket.

Prize of \$0.000000002273736754507651530306122499873723359375 to the holder of the forty-third ticket.

Prize of \$0.000000001136868377253787651530306122499873723359375 to the holder of the forty-fourth ticket.

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Prize of \$0.000000000035527136791661136223446893787651530306122499873723359375 to the holder of the forty-ninth ticket.

Prize of \$0.0000000000177635683958303061136223446893787651530306122499873723359375 to the holder of the fiftieth ticket.

Prize of \$0.00000000000888178419791661136223446893787651530306122499873723359375 to the holder of the fifty-first ticket.

Prize of \$0.000000000004440892098958303061136223446893787651530306122499873723359375 to the holder of the fifty-second ticket.

Prize of \$0.0000000000022204460494791661136223446893787651530306122499873723359375 to the holder of the fifty-third ticket.

Chamber of Commerce.

The regular monthly meeting of the Chamber of Commerce was held last evening.

The minutes of the preceding regular and special meetings were read and approved.

The committee appointed by the president to communicate with the Grangers—Messrs. Seixas, Burwell and Sandidge—reported that they had adopted the report of the committee of the Chamber of Commerce to the Senate Transportation Committee.

The committee on the aid of the Grangers to pass the Fort St. Philip canal bill. One thousand copies had been sent to Western papers, and five thousand would be sent to the Grangers within a few days.

Mr. Seixas said he had reports from 10,000 granges, and copies would be forwarded to them.

The President stated he had a communication from the American consul at Boulevard Mer relative to immigration, and it was referred to the committee on the Mississippi Valley Company.

On inquiry from Mr. Haber the President said no tangible information was in his possession relative to trade with Mexico.

It was not probable the Alexander line would be established even though it was promised. That firm paid its forfeit for not putting on a line, and made money by it.

To put on a line from New Orleans to Vera Cruz, giving only three days sea travel in excess of twelve, would force them to withdraw their New York line.

Mr. Haber suggested that several of Morgan's steamers were idle.

Mr. Burwell said that steam ferries were now considering the project of a steam ferry to Vera Cruz, but he was not authorized to state that anything definite had been determined on.

Mr. Haber suggested that the subject should be taken up by the Chamber.

The President said a resolution of the Chamber would not amount to anything unless backed by the merchants. He suggested a stock company with \$250,000 capital, and believed that would establish a line.

Mr. Hadden detailed the facts relative to the line that existed before the war. He suggested that Mr. Morgan be interviewed on the subject.

Mr. Burwell stated a correspondence was now progressing with the various railroad companies on the line from here to New York with a view to obtain a guarantee against loss. The sum of \$250,000 distributed among \$15,000,000 of capital would be small. The great advantage was that the line had in it twenty-three members of Congress, sufficient to secure a postal contract.

On motion the subject was laid over until next meeting.

The President announced that Mr. F. N. Kellogg, of the Louisiana Central railroad, was present and would address the Chamber on matters connected with that road, which was of so much importance.

Mr. Kellogg said the road having been granted a charter a year ago last March obtained the Governor's signature January 5, 1874. He had come to Louisiana to see what chance there was for local aid. No road could be built without local aid. It asked no aid from the State. It had proposed to commence at Vermilionville, but now it would commence at Alexandria.

The four parishes on the line had agreed to give \$1,500,000—about \$10,000 per mile to Shreveport. These bonds can not be used, but they are assets. He desired that the merchants of New Orleans would aid in building the road. Not to take stock, but to purchase a portion of the first mortgage bonds. When the charter was first granted arrangements had been made to dispose of all the bonds in London. But they were not allowed to go on when times were good. The financial hurricane of last year destroyed faith in Southern securities, and now the bonds could not be sold.

The help of the merchants of New Orleans is wanted till the bankers of London can be informed. The country through which the road passes is a wonderful one, but if you had built a Chinese wall on the north and another on the south you couldn't have more effectually cut off knowledge from the rest of the world. It was five days getting to Shreveport. Think of an old man, sixty-five years old, having five days out of his life, when he might have gone there in six hours if there had been a railroad. Suppose Louisiana was a kingdom—and the name has a regal sound—what would be thought of the king who made it easier to go to Europe, or even Japan, than the interior of his dominions? I came down on a nice packet boat, excellent room, fine saloon, clever captain, but she only got along at the rate of six miles an hour, and I thought, Good God, how do people live here! Why, Chicago and New Orleans have burned all up and the news an old story in Europe and Africa before I heard of it. In Shreveport there are live men. In commerce she is to New Orleans what the jack-all is to the lion. She has 150,000 bales of cotton to send to New Orleans, if there was a railroad. The people around there tell her if she will build a plank road only eight miles, 30,000 bales would come over that. The people there are crying for a road as the people of Macedonia cried to the apostles to come and help them. The country is a wonderful country, but I stopped with a man who has to haul his 100 bales of cotton twenty-three miles, and some have to haul theirs 100 miles and then find the river with not enough water in it to water a span of horses. The belt of country from Shreveport to Alexandria is such that I don't believe another like it can be found on the face of the earth, and if there was a railroad, the people around there tell her if she will build a plank road only eight miles, 30,000 bales would come over that. 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