New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, DECEMBER 1, 1874.

Cutting your own hair is shear nonsense.

When pianos are burning, firemen play upon them.

Among the explosive oils may be reckoned turmoil.

New York is to have a revival—of the "Black Crook."

Public spirit is a disposition to do anything lucrative.

Mrs. Joaquin Miller has decided to play upon the stage.

A man should be judged by what is in him rather than what is on him.

Lead has been discovered in Neosho, Missouri, at a depth of forty five feet.

A paper in Liverpool publishes regularly the names of all Sunday drunkards.

"Little Nell," who is not very little, will be the next star at the St. Charles Theatre.

If one would not be forgotten he must continually jog the memory of the world.

Running up stairs is the most damaging sort of exercise, excepting running up bills.

Philadelphia has a debt of $60,000,000, and wants to spend $1,000,000 the coming year.

Delaware has a model Legislature of thirty intelligent men, without a lawyer among them.

Richard Grant White has written furiously against interviewers. Some one should interview him.

They have an order in St. Louis called the Chapter of Temperance and Wisdom. Both are good.

Hon. Carl Schurz gets $200 per night for lecturing on education, and just now has no taste for politics.

New York has 300 pawnbrokers. All being uncles, their relationship to the business world is limited.

A little girl at Troy has made 240 words out of Constantinople. This shows what industry can accomplish.

All other real property combined in the village of Saratoga is worth less than the three hotels of that place.

Colonel Charles R. Wood, Second United States Infantry, has been ordered before the retiring board at New York.

Boucicault's original play, the "Shaughraun," is said to be a dramatization of Lever's novel "Kate O'Donoghue."

Tom Hood, who lately died in London, was the son of the poet, Tom Hood, and has been the editor of *Fun* since 1865.

The Legislature of Vermont adjourned on the twenty-fifth of November, after an uncommonly busy session of seven weeks.

Mr. Goschen, a London member, is likely to be the liberal leader in the House of Commons. He is not the butter maker.

Sims Reeves, the English tenor, who will visit America, is fifty years of age, and is said to have lost much of his power as a singer.

General Sherman has been seen to get up and give his seat in a horse car to a poor negro woman, and it takes a brave man to do that.

Ralph Waldo Emerson will write the inscription for the new monument at Lexington, Massachusetts, and is to deliver the address at its dedication.

Captain James McCord, who has in his long and busy lifetime commanded many steamboats in the river trade, died in St. Louis last Monday evening.

A brass band in Virginia City has been requested to practice in a mine 600 feet under ground. It can play there in the minor key and disturb no one.

Colonel Forney, in one of his letters, spoke of George Augustus Sala as having "a strong head, protruding brow and a short, turn-up nose, with his beauliful wife beside him."

Judge Goldthwaite, of Alabama, is reported as soon to resign his seat in the United States Senate on account of ill health. General John I. Morgan and George L. Pugh are among the candidates for the place.

Professor Ubassy and Maurice Vignaux played an exhibition game of billiards in Bumstead Hall, Boston, last Thursday, of 500 points, French caroms. Vignaux won in forty-five innings, the score standing 500 to 190.

Coal for the cold, coal for the poor and for all, can be obtained from John D. Maclin, No. 34 Carondelet street. He has the various kinds, such as Pittsburg, anthracite and cannel coal, all furnished at the lowest market rates.

A dispatch from this city to the Northern papers says: "The family of the late Captain Fry, of Virginius fate, are reported in a pitiable condition and in danger of starving. The mother and seven children are destitute."

No. 34 Carondelet street, is a live coal place. There Mr. John D. Maclin has his main office, and is prepared to furnish families with quantities of Pittsburg, anthracite and cannel coals at the lowest market rates.

The *Capitol* publishes the following notice of Don Piatt: "If anything unusually attractive is found in this issue it must be attributed to the fact that our senior editor, Colonel Don Piatt, has been for a week confined to his bed by a malignant attack of 'Kidwell Bottoms,' a disease very prevalent in Washington at this time."

Among the representative men here from the good old Pine Tree State, Maine, coming with the Knights Templar, are Hon. Josiah H. Drummond, of Portland, a leading member of the bar in that city, and one who has often represented his county in the Legislature; and Horace H. Burbank, Esq., a younger man, but a rising lawyer, from Alfred, York county. These gentlemen are enjoying our sunshine for the first time, and already express themselves as being able to take back with them pleasant remembrances of New Orleans.

THROUGH TRADE IN GRAIN.

Persons dealing in any commodity naturally content themselves with doing business accurately and honestly in the way they were taught, but in commerce, as in manufactures, there are frequent changes so radical in their character as to render worse than useless the practical knowledge of those who conduct it.

Such a change has been wrought by the opinions of modern science. Formerly, while all modes of transportation were equally slow, the mere economy of conveyance was a governing principle. Distance and delay rendered several intermediate changes of ownership between production and consumption indispensable, some conveyances could not be effected by one shipper alone. Hence way factorage now almost an extinct thing on transportation. The application of steam to land and ocean conveyance gives such continuity and certainty to a commercial transaction as to make the commodity a safe basis of its own conveyance. Flour made in Missouri *must* have changed hands at St. Louis to await the delay of a conveyance and sale at New Orleans. Flour at New Orleans must change hands at New Orleans to cover the exportation sale and returns. The rail, the wire and the steamship make a barrel of flour at St. Louis worth the Liverpool or New York price, less the insurance and freights, to get it to market. Hence freights form freight lines.

The bulk grain trade can not bear any interruption of its shipment at New Orleans or anywhere else. A speculation at any intermediate point is impossible on strictly financial principles. The bill of exchange drawn against a guaranteed date of delivery can be negotiated on a certainty of consummation at a given date. It can not be done if the transit time be doubtful. Grain is turned into the Chicago warehouses in immense quantities and the certificates are put on the market. These warehouses are mere storehouses, and charges are made for commissions on receiving and forwarding, nor is any intermediate profit made at Chicago at all. So at New York the grain is stored in magazines is such quantities as that certificates of these deposits can be purchased and shipments made at any time. In New Orleans there is no such accumulation of stocks as will enable the foreign purchaser to order any quantity at any moment: The orders must be put in the upper Western markets and passed in separate cargoes through New Orleans.

The obstacle to this trade consists in the fact that we have not here a regular and adequate tonnage to take this grain away. Our staple export is cotton, which being far more valuable, can pay better freights than grain. Hence a shipment of bulk grain ordered from St. Louis may be embarrassed by the high rates or scarcity of tonnage.

To make this continuity and certainty of time delivery, which the finance of modern commerce demands, there must be a close and certain relation between the river and ocean craft.

The conviction that this continuity is indispensable to the river has impressed itself on the St. Louis *Democrat*, but not, as we consider, on the principle stated by us:

In addition to this, it is necessary that the barge line running to New Orleans should create a line of sailing vessels to carry wheat from New Orleans to all Atlantic ports and make as low a through rate as can be made from Chicago, either to Boston, New York, Philadelphia, Baltimore or Richmond. This is feasible. * * With such a combination as we have mentioned St. Louis may pay her barges five cents and her sailing vessels ten cents, and thus beat Chicago five cents per bushel in her lowest range of prices.

This may be effected to Liverpool as well as to Boston, and by steam as well as by sail. It will be unnecessary to do more than put on such a line of grain propellers as ply between the Black Sea and the English ports, and let them pro rate with the river barges each signing through for the other. Under this simple system which has been adopted between so many railroads and steamships, a cargo of bulk grain shipped from St. Louis would be assured of going directly through to Liverpool to arrive on a given day, it would thus become the basis of a safe financial transaction, and would enable the English importer to know exactly when and at what price his grain could be laid down at Liverpool, and his calculations would be made accordingly. We have already had some such cargoes consigned to steamer, when the barge could discharge into the steamer and the cargo be transferred at the elevator or by floating elevator in the stream.

We have stated the demand of all modern commerce, and especially of bulk grain, and sooner or later it will be conformed to. It may be said that if there is to be no local profit other than transfer at New Orleans this trade will be of no advantage. This question does not come up at all. We have no grain trade in bulk worthy the name, so we lose nothing when we have nothing. But even through trade is better than no trade, as it is exactly what New York, Chicago and Baltimore are doing, we must do the same with our competitors, or let them take the business. The truth is, time and distance, as elements of financial negotiation, are against our route, and we can not carry also storage, commissions and the delay of hunting a ship to carry our grain abroad after we have received it. We must keep up with the improvement, or rest content to see others take the trade.

A MUCHLY MIXED SCHOOL.

The *Bulletin* seems laboring to establish a religion to whose ministers and laymen all things shall be lawful, while to all dissenters and heretics there shall be little of popular right except what may be accorded them by the grace of their superiors. This religion is Democracy, and its highest hierophant is the *Bulletin*. Among the oracles of this tripod is one that there shall be no social or industrial right accorded to the colored people, and that those who associate with or employ him shall be subject to proscription and exile.

The *Bulletin* expresses surprise that the "respectable white men" who conduct the Mechanical and Agricultural College should superintend a school into which pupils are admitted without regard to color. When it is remembered that this school is founded under a law and supported by a donation of the United States the *Bulletin* will be relieved from any responsibility for the mode of its organization and expenditure. When the *Bulletin* is reminded that in the mechanic arts and in agriculture there is no such distinction as it demands it will see that "the respectable white men" who conduct this school do exactly what any other respectable white man does who toils on the levee, in the cotton field or workshop does daily. It is also and emphatically just whatevery white mother does who has a colored nurse or domestic, and what every respectable sick white man does who has the yellow or other fever or other infirmity on him does. Such is the mutual association and reciprocal utilization of the races in Louisiana.

We do not hesitate to say that the industries of this climate can alone be conducted by those who are inured to its heat and its epidemics. We will affirm distinctly that to the negro race, educated to the mechanic and maritime arts, will be greatly due the future economical and industrial development of Louisiana. As a corollary therefore we defend the participation of the colored people in the practical education secured by the federal government.

But we intended the heading of this article for a phase of race association for which the *Bulletin* censor is wholly unprepared, and of which we are anxious to see its explanation.

There will be "a muchly mixed school" opened in New Orleans on the first of next month. Its instruction is gratuitous, and its pupils paid. The preliminary examinations for admission into this school are just being completed. It is free for admission, without regard to race, color or condition. The competition for these scholarships has been very great. The *Bulletin* has been a ferocious demandant for admission of its friends. It has threatened all the weapons in its armory if its nominees were not admitted into this "muchly mixed school." Do our readers wish to learn the name of this institution? It is the Legislature. It is Congress. Yes, with thirty or forty black men, these "respectable white men" of the *Bulletin* wish to pass the next sixty days. With the colored members of Congress these intolerant white men are contending to associate. It is perfectly proper for a "respectable white man" to sit alongside of a negro in the Legislature. The courteous Eustis may sit alongside with the very best specimen of Mr. Canefield. Mr. Blazing Booth may display his political pyrotechnics before the eyes of his wondering colleagues of color. These are political equals--yes—governed by the same rules and entitled to the same rights, and *drawing their pay from the same fund*. This is what some respectable white men may do with impunity, while others are not allowed to conduct without compensation an institution of labor and intelligence. Pay these first respectable white men and all things are lawful to them. Let, however, other white men devote themselves to making society more industrious, more intelligent and thrifty, more prosperous, and they are made subjects of reproach and of ostracism by the members of that established religion known as Democracy.

The North Louisiana and Texas Railroad.

The following is from the *Ouachita Telegraph*, published at Monroe, a paper which is not friendly to the leading owners of the road. It is, however, a much fairer statement than any that will be likely to be found in the columns of the *Bulletin*, which journal has endeavored to make political capital against and to excite personal prejudice toward the president of the road, who is the Chief Justice of the Supreme Court of this State. The editor of the *Telegraph* has probably erred in his statement that under the recent decision of the Supreme Court of the United States the road reverts to the original stockholders. The legal effect of this decision is to subject the property to be sold to pay the claims held by the plaintiff in this suit; and, further, in any event the present stockholders will be entitled to be reimbursed the money they have expended in the reconstruction and repair of the road. The *Telegraph* says:

On the first Saturday of February, 1866, the Vicksburg, Shreveport and Texas railroad was sold under an order from the judge of this district. There were two parties bidding; one, Branner & Co., the other J. T. Ludeling and associates. The road, with its privileges, property and rights, was knocked off by the sheriff to Branner & Co. for $550,000. But Branner & Co., failing to comply with the terms of the sale as defined by the sheriff, the road was immediately reoffered, when Ludeling & Co. became the purchasers at $50,000. The sale was made at the instance of Gordon, one of the bondholders. The mortgage debt of the road, at the time, amounted to about $1,000,000, with other liabilities amounting to nearly half as much more. The amount of stock which had been paid in was very near $1,500,000, over one-third of which was in State bonds, falling due in 1877. Ninety miles of road, with about 300,000 acres of land were transferred at this sale.

Branner & Co., standing upon their bid, instituted suit for the possession of the road. Their effort was unsuccessful all through the State courts, and with that their pretensions ended.

But Ludeling & Co., who had meanwhile been put in possession of the road and were engaged in repairing it, were again brought into court by Jackson et als., holders of first mortgage bonds of the road, by whom it was alleged that the sale made by the sheriff in Monroe was fraudulent, and not binding in law. This suit was dismissed by Judge Woods of the United States Circuit Court, who sustained the sale, whereupon the plaintiffs appealed to the United States Supreme Court.

It is now announced from Washington that the Supreme Court has reversed the decree of Judge Woods, and that that tribunal has decided that the sale to Ludeling & Co. was fraudulent and void, and that the suit of Jackson et als. must be reinstated.

As to the road, the effect of this decision is to restore it to the possession of the original stockholders, the same as if no sale had taken place. The mortgage bonds held by Jackson and others will be enforced, we presume, as in the case of other mortgages, before the United States District Court, and the road will again be offered for sale. What length of time will be necessary to conclude such a proceeding, or what dilatory action may be interposed, we are unable to say. As to Ludeling & Co., the decision is conclusive as to their title. If the sale at which they purchased was void, they, of course, are without shadow of title. Moreover, being, as it would seem, possessors in bad faith, the improvements they have made upon the road and expenditures for stock, depots, etc., will be to them a total loss. The lands and lots they have sold, belonging to the old company, will revert back to that company, and the purchasers will find themselves without a title in law. What amount of money Ludeling & Co. have expended in reconstruction, buildings, engines, etc., we have no means of knowing, but it is generally believed that beside the large amount obtained from the sale of State bonds granted to Ludeling & Co., the individual members of the company have expended largely of their own means, and that their losses in this way will be very heavy.

The company is composed of J. T. Ludeling, John Ray, W. R. Gordon, F. P. Stubbs, G. C. Waddell, Frank Morey, John Klein, H. M. Bry, and others whose names we do not now recollect. The road is in fair running order, with some five or six engines, a number of cars, depot buildings, and a machine shop at this place. At the time of the sale, it was estimated that it would cost $300,000 to rebuild and restock the road; but we are satisfied that Ludeling & Co. have expended over three times this amount. That part of the road from Shreveport to the Texas line, now in daily use, also goes back to the old company.

As to the stockholders in the old road we do not suppose that they are benefited by this decision. The mortgage debt, with accrued interest, at eight per cent we believe, since 1862, will about cover a fair valuation of the road even now, to say nothing of the claims held by the State for bonds issued prior to the war, which claim, however, may have been released.

A large number of our readers will be anxious to know what effect this sudden change in the ownership of the road will have upon the prospect of its early completion from this place to Shreveport. This is a question dependent upon the law's delays. How long it may be before the present possessors are dispossessed, the road resold and another company placed in control is matter of mere conjecture. But let us hope, not that one harrassing obstacle in the way of the completion of this great thoroughfare has been cleared away after eight years of doubt, that the public interests will be pushed at sure-enough railroad speed, and that all questions of ownership will be summarily submerged in the overshadowing importance of one main question in which all classes are vitally interested, namely: the completion of the road to Red river. At the same time we tender the present management of the road the expression of our sympathy in its losses.

While the road has been conducted in the interest of the owners to a degree incompatible with a due regard for the accommodation and claims of the public, we must say, however, that the road has been of great service to the people, and that the company has under most trying circumstances fulfilled its obligation to keep the road up and running. At times we have borne rather hard upon the managers, but not half so hard as we should have done had the company been composed of individuals not of this people, and on this account mainly we base the hope that the expenditures made by the present company will be refunded.

John D. Maclin, No. 34 Carondelet street, is prepared to furnish customers with Pittsburg, anthracite and cannel coal suitable for family use, and at low prices. Mr. Maclin has also a branch office at the head of Second street.

A CARD.

Confined in the Parish Prison, charged with an awful crime and impatiently awaiting the hour when a fair and impartial hearing shall be awarded me, I feel that the resolutions passed by Columbia Fire Company No. 5, decreeing my expulsion and proclaiming my guilt—condemning me unheard and undefended—to be so violative of justice, decency and self-respect, that I deem it needless to ask of the liberal public to suspend their judgment and to withhold their opinion as to my innocence or guilt until the courts of the country shall have pronounced upon my case. To this right I am at least entitled, and this right I imperatively claim.

del 1t 2p* TOM J. NEWHOUSE.

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Touro Buildings, near Bourbon street.

A Complete Stock

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DRUGS, MEDICINES, SURGICAL INSTRUMENTS, PERFUMERY, SOAPS, BRUSHES, ETC.,

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Domestic and Foreign Mineral Waters.

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NOTICE.

BOARD OF LIQUIDATION, State of Louisiana, New Orleans, November 24, 1874.

Resolved, That hereafter, the regular meetings of this board will be held on EACH AND EVERY MONDAY, at twelve o'clock, M. All applications for exchange of bonds and warrants for new consolidated bonds, under act No. 3, session of 1874, must be made through the fiscal agent (New Orleans National Bank), on or before the Saturday preceding each meeting. Applications made on Mondays will lay over until the next meeting.

P. G. DESLONDE,

no25 eod 1m Secretary Board of Liquidation.

JUST PUBLISHED.

DR. CURTIS ON MANHOOD.

200,000 COPIES SOLD IN ALL PARTS OF EUROPE AND AMERICA.

A medical essay on the cause and cure of premature decline in men, showing how health is lost, and how regained. It gives a clear synopsis of the impediments to marriage, the treatment of nervous and physical debility, exhausted vitality, and all other diseases appertaining thereto; the result of twenty-five years successful practice.

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JAMES JACKSON, Vice President.

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J. H. KELLAR, W. H. THOMAS,
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Its capital gives security to depositors. Deposits of Fifty Cents and upward received, and SIX PER CENT INTEREST allowed.

jy7 1y JOHN S. WALTON, 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.

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Deposits of ten cents and upward received.

All deposits are payable on demand.

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mh1 1y

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.

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L. F. GENERES, President.
CHARLES KILBURN, Treasurer. jl,23 1y

LOUISIANA JOCKEY CLUB.

FALL MEETING, 1874.

First Day—Tuesday, December 1.

FIRST RACE—Hurdle Race. Two miles, over eight hurdles. Club purse $500; $350 to first; $100 to second; $50 to third.

SECOND RACE—"The Slocomb Stakes," for colts and fillies then two years old; $25 entrance, p. p., with $700 added. Second horse to receive $200, and third horse $100. One mile, to carry three-year old weights. Closed with eleven nominations.

THIRD RACE—Club purse $500 for all ages; $400 to first; $100 to second; mile heats.

Second Day—Thursday, December 3.

FIRST RACE—The Orleans Stakes, for colts and fillies then three years old; $25 entrance, p. p., with $700 added; second horse to receive $200, and the third $100. Two miles. Closed with twenty-two nominations.

SECOND RACE—Club purse $400. One mile, with 100 pounds on each; three year olds to carry their proper weight; $300 to first; $75 to second; $25 to third.

THIRD RACE—Club purse $700, for all ages; $550 to first; $150 to second. Two mile heats.

Third Day, Saturday, December 5.

FIRST RACE—Handicap Hurdle Race, two miles; weights to appear the day before the race. Club purse $500; first horse, $350; second horse, $100; third horse, $50.

SECOND RACE—Club purse $500, for all ages; first horse, $350; second horse, $100; third horse, $50; one mile and three-quarters.

THIRD RACE—Club purse $700, for all ages; first horse, $550; second horse, $150. Mile heats, best three in five.

Fourth Day, Monday, December 7.

FIRST RACE—The Howard stakes, for colts and fillies then two years old; $25 entrance, p. p., with $700 added; second horse to receive $200, and the third $100; winner of the Slocomb stakes to carry seven pounds extra; one mile, to carry three year old weights. Closed with ten nominations.

SECOND RACE—Consolation race; club purse $400; for horses that have run and not won a race during the meeting; first horse $300; second horse $75; third horse $25, one mile.

THIRD RACE—Club purse $1200, for all ages; $1000 to first horse, $200 to second; four mile heats.

In all club purses entrance free, and in all such purses a walk over entitles a horse to first money only, and a horse distancing the field entitled to first money only.

Members are notified to call for their badges at the office, No. 16 Carondelet street.

The race will commence at 2 P. M.

In case of postponement on account of the weather a pennant will be displayed from the office of the club, No. 16 Carondelet street.

Quarter stretch badges for meeting.....	$10 00
Day badges.....	3 00
Admission to Club stand.....	2 00
Admission to public stand and field.....	1 00

RULES OF ADMISSION.

No ladies permitted to the stand unaccompanied by gentlemen.

Invitation badges for non-residents only can be had at the office, No. 16 Carondelet street.

Quarter stretch badges will admit to all parts of the stand and grounds.

Tickets of admission to the stand do not admit the holder to the quarter stretch.

Members are entitled to free admission for ladies accompanying them.

Ladies accompanied by members are invited to visit the club house.

Smoking positively prohibited on the members' stand.

Members are notified to enter all strangers' names on the visiting club book.

All vehicles must enter by the Gentilly road gate, except members'. Members of the Club, and ladies accompanying them only admitted at the Members' gate.

The Mystery street gate will not be open this meeting.

The cars of the City Railroad, Bayou Bridge Branch and Orleans Railroad will leave Clay Statue, Canal street, every five minutes during the races.

STEWARDS.

G. A. Breaux, C. T. Howard, R. W. Simmons,
I. E. Glenny, A. P. Mason, A. M. Bickham,
F. O. Minor, C. H. Mehle,

TIMERS.

C. H. Chase, J. A. Morris, John H. Smith.

DISTANCE JUDGES.

I. E. Lemarie, W. B. Krumbhaar.

RECEPTION COMMITTEE.

Joseph P. Hornor, Chairman;

E. A. Yorke, J. P. Kraemer, E. A. Burke,
F. W. Baker, F. Kennedy, E. D. Willett,
H. Denegre, A. Ledoux, Will Steven,
W. J. Behan, W. Mehle,

G. A. BREAUX, President.

no29 2t 2p

KNIGHTS TEMPLAR.

HEADQUARTERS OF THE GRAND COMMANDERY OF Knights Templar of the State of Louisiana. New Orleans, November 23, 1874.

General Orders No. 9.]

The following will be observed as the order of parade for Tuesday, December 1, 1874, to escort the officers of the Grand Encampment from the St. Charles Hotel to the Masonic Hall.

All Commanderies appearing as distinctive bodies under their own officers, will form as such, according to rank or number.

1. Mississippi Commandery No. 1, Magnolia Commandery No. 2 and Askalon Commandery No. 16, will form on Common, between Carondelet and Baronne, right resting on Carondelet street.

2. Indivisible Friends Commandery No. 1, Jacques de Molay Commandery No. 2 and Orleans Commandery No. 3 will form on Common street, right resting on St. Charles street, left extending toward the river.

3. Commanderies from New York and Ohio will form on Common street, right resting on Camp street, left extending toward the river.

4. Commanderies from Kentucky, Pennsylvania, Indiana, Texas and Michigan will form on Gravier street, right resting on Carondelet, left extending toward the river.

5. Commanderies from Illinois and Tennessee will form on Gravier street, between Carondelet and Baronne, right resting on Carondelet street.

6. St. Louis Commandery No. 1, Ivanhoe Commandery No. 3, and other Commanderies of Missouri, will form on Carondelet street, right resting on Gravier, left extending toward Poydras street.

7. Commanderies from Georgia, Alabama, Minnesota, Kansas and District of Columbia will form on Poydras street, right resting on Carondelet, left extending toward the river.

8. Sir Knights as individuals, or in small detachments, but not as distinctive Commanderies, will be assigned positions from these headquarters on the morning of the parade, or fall in as members with such Commanderies as they may select.

9. The officers of the Grand Encampment will be furnished with carriages at the Common street entrance of the St. Charles Hotel. Such State Grand officers and members of the Grand Encampment who do not appear with their subordinate Commanderies, will immediately precede the mounted escort of the Grand Encampment on foot.

10. De Molay Commandery No. 4, of Washington, D. C., will report direct to the Grand Master, and be subject to his order and to act as his personal escort.

11. All Sir Knights participating will be in full regulation uniform.

At the command march, divisions will move in the following order:

Band of the Third United States Infantry.

1. Louisiana, New York and Ohio.
2. Kentucky, Pennsylvania, Indiana, Texas and Michigan.
3. Illinois, Tennessee and Missouri.
4. Georgia, Alabama, Minnesota, Kansas and District of Columbia.
5. All Sir Knights appearing as individuals and not as Commanderies.
6. Members of the Grand Encampment, ex-officio or by proxy, on foot.
7. Grand Master's Body Guard, De Molay Commandery No. 4, Washington, District of Columbia, mounted.
8. Officers of the Grand Encampment of the United States in carriages, accompanied by Brother M. E. Girard, Grand Master of Masons in Louisiana.

Special Orders.

1. The reception committee will report promptly at 8:30 A. M. at Grand Commandery headquarters.

2. All Sir Knights will be on foot except the Grand Officers of the Grand Encampment, who will be in carriages, the Grand Commander and his staff, who will be mounted, and the special guard of honor to the Grand Master.

3. All officers of the Grand Commander's staff will report to him at these headquarters promptly at 8:30 A. M., to receive instructions.

Line of March.

Out Carondelet to south side of Canal, to Rampart, to St. Louis, to Royal, to north side of Canal, to Camp, to Calliope, to St. Charles, to the Hall. The right of the line will halt when within half a block of the Hall, face to the front and dress the line back to the east side of the street; Sir Knights at attention, officers two and four paces to the front of the line; Commandants of each body, commencing at the left, will bring their commands to a present as the Grand Encampment passes from left to right, and carry as soon as they have passed. When the Grand Encampment have entered the Hall the line will break into column and move forward to the Hall or their quarters, Louisiana standing fast at attention until all other Commanderies have passed.

By order of

JOSEPH P. HORNOR,
Grand Commander.

WILLIAM L. STANFORD,
Grand Captain General. no29 2t

A CARD.

I respectfully inform my friends and the public that I have just opened an office, with sales rooms and ample accommodations for the transaction of all business intrusted to me.

A. GERARD,

Auctioneer and Appraiser,

no16 Nos. 12 and 14 Bourbon street, near Canal.

COURSE OF FREE LECTURES

ON

THE MECHANIC ARTS.

LOUISIANA STATE AGRICULTURAL AND MECHANICAL COLLEGE.

In addition to the daily exercises of this institution, there will be evening classes in order to afford an opportunity to young men engaged in the various trades and arts to acquire a knowledge of the fundamental principles of these branches of an education applicable to their several pursuits in life. Lectures free. Classes formed for TUESDAY, December 1.

The evenings will be occupied as follows, from seven to nine o'clock:

MONDAY EVENINGS—Professor J. L. CROSS—Pure and Applied Mathematics.

TUESDAY EVENINGS—Professor A. W. PERRY—Natural Philosophy and Chemistry as Applied to Arts and Sciences.

WEDNESDAY EVENINGS—Professor AUG. BERNAU—Modern Languages.

THURSDAY EVENINGS—Professor T. W. CARTER—Mechanical and Architectural Drawing.

FRIDAY EVENINGS—Professor L. W. SEWELL—History, English Literature. no26 t de5

LEGAL NOTICES.

UNITED STATES DISTRICT COURT.

DISTRICT OF LOUISIANA.

IN THE MATTER OF WOLF SILVERSTEIN, BANKRUPT.

In Bankruptcy—No. 1351.

WHEREAS WOLF SILVERSTEIN, of the parish of Tangipahoa, and district aforesaid, duly declared bankrupt under the act of Congress of March 2, 1867, has this day filed in said court a petition praying for a discharge and a certificate thereof from all his debts and other claims provable under said act.

Notice is therefore given to all creditors who have proved their debts, and to all other persons in interest, that the tenth day of December, 1874, at 11 A. M., is assigned for the hearing of the same, and that they may then and there attend and show cause, if any they have, why the prayer of the said petition should not be granted; and further notice is given that the bankrupt will undergo an examination before Register Kellogg, on the ninth day of December A. D. 1874, at 11 A. M., at his office, Customhouse building.

Clerk's Office, New Orleans, November 23, 1874.

no24 del 8 K. LOEW, Deputy Clerk.

UNITED STATES DISTRICT COURT.

DISTRICT OF LOUISIANA.

IN THE MATTER OF JOSEPH ELLISON, BANKRUPT.

In Bankruptcy—No. 1419.

WHEREAS, JOSEPH ELLISON, OF NEW ORleans, and district aforesaid, duly declared bankrupt under the act of Congress of March 2, 1867, have this day filed in said court, a petition praying for a discharge and certificate thereof, from all his debts and other claims provable under said act.

Notice is therefore given to all creditors who have proved their debts, and to all other persons in interest, that the tenth day of December, 1874, at 11 A. M., is assigned for the hearing of the same, and that they may then and there attend and show cause, if any they have, why the prayer of the said petition should not be granted; and further notice is given that the bankrupt will undergo an examination before Register Augustin, on the ninth day of December, A. D. 1874, at 11 A. M., at his office, Customhouse building.

Clerk's office, New Orleans, November 23, 1874.

no24 del 8 K. LOEW, Deputy Clerk.

UNITED STATES DISTRICT COURT.

DISTRICT OF LOUISIANA.

IN THE MATTER OF EMANUEL H. GRUBER, individually, etc., bankrupt.

In Bankruptcy—No. 1439.

WHEREAS EMANUEL H. GRUBER, INDIVIDUALLY and as a member of the late firm of E. H. Gruber & Co., of Minden, and district aforesaid, duly declared bankrupt under the act of Congress of March 2, 1867, has this day filed in said court a petition praying for a discharge and certificate thereof, from all his debts and other claims provable under said act.

Notice is therefore given to all creditors who have proved their debts, and to all other persons in interest, that the second day of December, 1874, at 11 A. M., is assigned for the hearing of the same, and that they may then and there attend and show cause, if any they have, why the prayer of the said petition should not be granted; and farther notice is given that the bankrupt will undergo an examination before Register Kellogg on the thirtieth day of November, A. D. 1874, at 11 A. M., at his office, Customhouse building.

Clerk's office, New Orleans, November 14, 1874.

no15 2t del K. LOEW, Deputy Clerk.

UNITED STATES DISTRICT COURT.

DISTRICT OF LOUISIANA.

IN THE MATTER OF JOSEPH JOUET, BANKRUPT.

In Bankruptcy—No. 1014.

THE UNDERSIGNED HEREBY GIVES NOTICE that he has been elected as assignee of the estate of Joseph Jouet, who has been adjudged bankrupt upon his own petition.

New Orleans, December 1, 1874.

del 3t* JOHN H. JACKSON.

THE STATE OF LOUISIANA.

FIFTH DISTRICT COURT FOR THE PARISH OF ORLEANS.

CECILE F. DE BELLEMARE VS. FLAVIUS LE Besque, her husband—No. 5962.

I HEREBY CERTIFY THAT ON THE TWENTY-fourth day of November, 1874, judgment was rendered in this court in the entitled suit in the words and figures following, to wit—

Cecile F. De Bellemare vs. Flavius Le Besque, her husband—No. 5962.

In this case, the court considering the law and evidence to be in favor of plaintiff, it is ordered, adjudged and decreed that there be judgment in favor of plaintiff, Cecile Fleurian de Bellemare, and against Flavius Le Besque, her husband, decreeing a separation of property between the said parties, and a dissolution of the community of acquests and gains heretofore existing between them. It is further adjudged and decreed that the said plaintiff do have and recover of the defendant, her husband, the sum of $4000 cash; that the said defendant do restore unto her the properties described in the inventory annexed to and made part of her petition, or in default thereof that she do have and recover of the said defendant the further sum of $5000, appraised amount and value of said properties. And it is further ordered that defendant pay all costs of suit.

Judgment rendered November 24, 1874.

Judgment signed November 30, 1874.

E. NORTH CULLOM, Judge.

In testimony whereof I have hereunto set my hand and affixed the seal of the said court, at the city of New Orleans, on this thirtieth day of November, in the year of our Lord one thousand eight hundred and seventy-four, and the ninety-ninth year of the independence of the United States. PAUL T. ABADIE,

del 12 25 Deputy Clerk.

SUCCESSION NOTICES.

Succession of Charles P. Kramer.

SECOND DISTRICT COURT, FOR THE PARISH of Orleans, No. 37,339.—Notice is hereby given to the creditors of this estate, and to all other persons herein interested, to show cause, within ten days from the present notification, if any they have or can, why the account presented by the testamentary executrix of this estate, should not be homologated and approved, and the funds distributed in accordance therewith.

By order of the Court.

no24 del 4* FRANK PACE, JR., Clerk.

Succession of Charles F. Grater.

SECOND DISTRICT COURT FOR THE PARISH of Orleans, No. 37,691.—Whereas, Edwin C. Pitcher has petitioned the court for letters of administration on the estate of the late Charles F. Grater, deceased, intestate. Notice is hereby given to all whom it may concern, to show cause within ten days, why the prayer of said petitioner should not be granted.

By order of the Court.

no24 28 del* FRANK PACE, JR., Clerk.

Succession of Joseph Yates.

SECOND DISTRICT COURT FOR THE PARISH OF Orleans, No. 37,553.—Whereas, Mrs. Fanny Jones, widow of Joseph Yates, has petitioned the court for letters of administration on the estate of the late Joseph Yates, deceased, intestate. Notice is hereby given to all whom it may concern, to show cause within ten days why the prayer of the said petitioner should not be granted.

By order of the Court.

del 3 7* FRANK PACE, JR., Clerk.

Succession of Gastencio Tamparilla.

SECOND DISTRICT COURT FOR THE PARISH of Orleans, No. 37,602.—Whereas, Joseph Guarino has petitioned the court for letters of administration on the estate of the late Gastencio Tamparilla, deceased, intestate. Notice is hereby given to all whom it may concern, to show cause within ten days why the prayer of the said petitioner should not be granted.

By order of the Court.

no22 27 del* FRANK PACE, JR., Clerk.

Estate of John M. Pelton.

SECOND DISTRICT COURT FOR THE PARISH of Orleans, No. 36,464.—Notice is hereby given to the creditors of this estate and to all other persons herein interested, to show cause within ten days from the present notification, if any they have or can, why the account presented by the testamentary executors of this estate, should not be homologated and approved, and the funds distributed in accordance therewith.

By order of the Court.

no24 28 del FRANK PACE, JR., Clerk.

Succession of John P. Higgins.

ALL PERSONS INDEBTED TO THE ESTATE OF John P. Higgins or having claims against the same are hereby notified to call on the undersigned. CATHERINE T. HIGGINS,

no21 26 30 Administratrix.

STEAMSHIPS

BREMEN.

North German Lloyd.

STEAM BETWEEN BREMEN AND NEW ORLEANS, VIA HAVRE, SOUTHAMPTON AND HAVANA.

The steamships of the North German Lloyd will resume their regular trips next fall, as follows:

Further days of departure will be advertised hereafter.

	From Bremen.	From New Orleans.
FRANKFURT