New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

NEW ORLEANS, JUNE 9, 1875.

Salvini has a rival in an Italian actor named Rossi.

It is said the war cloud of Europe has passed away.

Boyton incurred a floating debt in making his experiments.

The great railroad interests are a powerful lot on the land.

Ouida has driveled again in an unhealthy novel called "Signa."

Paul Boyton has furnished water proof of his floating ability.

If Fernando Wood be Speaker all other Democrats may keep still.

The domestic Englishman spends many hours his home.

Men get a bargain down to a very fine point when they talk of splitting the difference.

Firing from under cover of his new books General Sherman appears not to care where he hits.

A dog has affection, but no sagacity. He will follow a pickpocket as readily as he will shadow a clergyman.

A man ought to feel flat instead of complimented when he hears himself spoken of as one who has a level head.

Tom Thumb has taken thirty-two degrees in Masonry, which is nearly a degree for every inch of his stature.

The editor of the Attakapas *Register* says he has been made an honorary member of the New Orleans Dramatic Club.

A young man in Delaware failed to get married at the last moment because he was afraid of the minister's dog.

It is said Brigham Young advocates a Mormon alliance with the Indians and resistance to the United States troops.

Mrs. Oates and her husband have compromised. He will take his seat, and she will probably allow him to be speaker.

Ben DeBar believes that in a good year he can make money enough in St. Louis to pay the expenses of his theatre in this city.

The Vicksburg *Monitor* says it has "no other capital than the ability with which it is conducted." No dividend has yet been declared.

The Memphis *Avalanche* believes that the wheat crop this year is better in the country contiguous to Memphis than it has been for years before.

The sheriff of the parish of Orleans sells at auction this day, at 5 P. M., on the premises, the contents of a bar-room or coffeehouse, situated at the corner of Bagonne and Gravier streets, First District of this city.

The Natchez *Post* wants the silver cornet band to play on the bluff every pleasant evening. Those who know the people of Natchez say the band would not be able to make a cent after it was found out how they played.

A Mississippi paper reports an examination at a private seminary, where one of the pupils in music rendered the "Battle of the Sprague" in an excellent manner. The piece must be the transcription of a Rhode Island election.

Mr. Harry Colton, late of our Varieties Theatre, has been engaged for leading business at Wood's museum, in New York, where he opens next Monday. Mr. Colton is a dashing actor in melodrama, and will make Wood's stage lively.

The young lady who made the poetry for the last Mississippi press convention said, "The pen must win what the sword hath lost for our beautiful, beautiful South." Does that mean slavery of black men and a Confederacy of States rights?

Mr. David Bidwell, of the Academy of Music, has secured the lease of the Mobile Theatre for next season. It was a stroke of business policy that will tell in his favor when other managers attempt to make terms with combinations for the Southern circuit.

Speaking of Mr. Evelyn Bellew, a son of the elocutionist, who has lately been playing *Hamlet* at the Standard Theatre, London, the Albany *Journal* transforms his Sir name into Bellow. We never heard the young man, but perhaps that is the sort of an actor he is. If so, he is Bellow criticism.

Ladies are generally very shy at the beginning of a watering place season. They study the topography of the country and ascertain the strength of the enemy in the society battle, determining to waste no fire and to keep their powder dry. This makes men bathing unpopular.

If a day goes by in which the editor of the Baton Rouge *Advocate* is not treated around the corner he publishes the neglect as a local item. June 3 he said: "If there is any one thing more than another that can be appreciated at about eleven o'clock it is a splendid turtle soup. Such a one Colonel Bill Rollo treated us to yesterday, and to day we feel lonesome because some one else has not done likewise."

A Mississippi editor says, "Vicksburg is one of the most unanimous cities in the American empire." This happy unanimity has been accomplished by long and severe discipline. When a Vicksburg colonel—and all men who can read and write there are colonels—advances an opinion everybody else thinks so too. If a man is not unanimous he is liable to be killed. This plan of running a town makes some funerals but prevents discussion.

Miss Schenck, daughter of the author of the "Poker Hand Book," is held up as a worthy example by consenting to marry one of her own countrymen while abroad. It shows a hasty judgment against many other young ladies who would perhaps do the same thing if the young American men abroad had the sense to ask them. Getting a count for a husband is a greater folly than keeping coaches and horses for mere show. Should reverse of fortune come to the extravagant young lady who has rented a count, her lord will not bring a cent at the auction of household effects, and the lease on him can only be broken with difficultiy.

THE BLOATED BRITISH BONDHOLDER.

The British capitalist is not, perhaps, unlike another transatlantic potentate. He fancies the world regards with awe his financial absolution or anathema. So he has announced that he will convert his Louisiana bonds under protest into other bonds of the same State at a face discount of forty per cent. This proclamation is connected with a notice that he will continue to clamor for the odd forty per cent, and will cause his own certificates of claim to be quoted on the Stock Exchange, pretty much, we imagine—this last—as the prophet perambulated the city proclaiming "woe unto thee, Jerusalem," and announcing "the cities of the South shall be shut up and none shall open them." The bondholders denounce our funding act as "an arbitrary act of spoliation," and are of opinion that an injurious discredit will attach to the act which will "hamper" all "private and public enterprises."

The vindication of Louisiana consists solely and sufficiently in her entire inability to pay the obligations incurred in her behalf. It is a sad state of things, but it is so. The Hibernian inquiry "Why did ye die?" is not more fruitless or useless than to ask why did not Louisiana pay the full face and interest of her bonds? There was long an inexorable opinion in England that the best way to enable a man to pay his debts was to deprive him of every atom of property and lock him up in the Fleet street prison. An unfortunate or improvident man was punished precisely as a criminal by confinement and dishonor. Why, then, should the British bondholder continue to apply this analogy to the indebted State? Apparently it had been more wise to say, "You can not pay all this debt now; postpone the full payment until you are able. We will aid the restoration of your credit." Possibly Louisiana might have been encouraged and enabled to borrow of somebody else. Louisiana, however, has been figuratively put in the Fleet prison. She has become a docketed bankrupt, and may consider the unwise and unkind attempt to compel her to do what she can not, on pain of being posted as a defaulting debtor in every exchange in the world, as exonerating her from any extraordinary effort to do more in future for her defamers.

Individuals looking at the condition of a debtor crippled by misfortune might reason thus: This State from her own fault, or that of others, has been involved in a war which closed her ports nearly four years. A reversion in the political system took from her citizens more than three hundred millions of that which was taxed as property. It converted this property into free men, only responsible for the taxable property which they themselves hold. The value of other taxable property has been incidentally affected by this change. Incidentally, also, the chief city of this State, once commanding the exclusive monopoly of all the trade of nearly a million of square miles, with a population of from fifteen to twenty millions, has been cut off from a great part of this trade; and from this and other causes a rate of growth perhaps surpassing that of any other city in the Union has been arrested, and is perhaps on the decline.

A creditor with sympathy or good sense would reason thus: It is better for me to aid than to crush the debtor. There is much of fertility, of commercial resources. I will aid this debtor, and while rendered better able to pay something on the debt, gratitude may come to the aid of obligation. The British bondholder displays none of this practical wisdom. We expected nothing from his sentiment or sympathy.

To the credit of Louisiana and the Southern States should be placed the fact that the British cotton manufacturer made millions by the same war that disabled these States from paying their distant debts. It is now tradition that these manufacturers objected to the recognition of the Confederation because they had large stocks of cotton goods which were immensely enhanced in value by the cessation of commercial intercourse with the cotton States. The profit of British goods run through the blockade must have been enormous, and British statesmen tried to relieve their dependence [illegible] cotton States by a futile effort to [illegible] supply from India.

At the same time other British interests took sides with the Union and continued to export to the United States all the goods and to employ in the carrying trade all the British shipping possible. We do not say that this or any particular part of it went into the pockets of the bondholders, but we do say that England played neutral in our civil war and derived profits from both sides, and especially from the cotton States. Let the bondholders strike a general average and bear their share of a loss which has ruined their creditors and enriched their own countrymen. As for the damage to our State credit, it is regarded here with great composure. Our people charge the failure of their fortunes upon events beyond their control. If they have lost all, it is natural their creditors should lose something also. They regret to have been the agents of this incidental loss, and are of opinion that the most effectual means to prevent it will be to contract no public debt in future. This determination was evinced by a limitation of their own power of public indebtedness, embodied in the constitution. They have very much the same idea of bonded obligations expressed by that eminent Englishman, John Cade, Esq., who is reported to have said: "Is not this a lamentable thing, that the skin of an innocent lamb should be made into parchment? That parchment being scribbled on should undo a man [or a country of men]? Some say," continues Mr. Cade, "the bee stings, but I say it is the beeswax, for I did but set seal once to a thing and I was never mine own man since."

The British bondholders need not think that the defamation of Louisiana will improve the value of her securities, nor that a threat that she shall incur no further debt will impair her peace of mind. However curious it may seem to these bondholders the reduction or even extinguishment of the public debt of Louisiana would so far improve the private credit of the citizens as to render such limitation of public credit, perhaps, the most effectual means of restoring our social prosperity.

THE BRAZIL TRADE.

We are pleased to see that Mr. Eads and his friends in St. Louis are impressed with the importance of the trade between the cities of St. Louis and New Orleans and the port of Rio. It has been now several years since St. Louis was complimented by the appointment of one of her prominent citizens as minister to Brazil. To this appointment New Orleans, through her merchants and representatives in Congress, gave her hearty and efficient aid. Somehow the service of this minister was not productive of any increased interest or enlarged amount of commerce between the two countries. The minister resigned, and the commerce remained very much as it had been and now is. Perhaps there is no more curious perversion of natural trade than that of our coffee trade with Brazil.

Our national consumption of coffee may be set down at three hundred million pounds, of which the proportion of the population properly dependent on the receipt and distribution from New Orleans would be about one hundred and thirty million pounds. Of this our city received last year only about one hundred and thirty thousand sacks, or twenty-six million pounds; the remainder was delivered into our interior from Eastern Atlantic ports. When it is observed that the voyage between Rio and New York or Baltimore is certainly one thousand miles more of distance and sea risk than between Rio and New Orleans, while the distance between New Orleans and St. Louis by rail is less than between the Atlantic ports and St. Louis—with the cheap transportation of the Mississippi river besides. When it is remembered that St. Louis owns boats, barges and railroads which could conduct this commerce with New Orleans, and still pays freights to eastern rail, it is obvious there must be some special causes which have neutralized all these local motives and facilities. Some of these causes we will state—

1. Vessels should load both ways to support a foreign trade. The principal article shipped from the United States to Brazil is flour. Of this it may be stated in general terms that Rio imported in 1873 three hundred thousand barrels, of which Baltimore sent about seventy thousand barrels, Trieste, in Austria, about the same, and ports in the United States and the west coast of South America the remainder. Of this flour New Orleans sent next to nothing, and the flour exports of St. Louis, if any, crossed the Mississippi and were exported from Eastern Atlantic ports. Vessels going from the Atlantic ports in cargo, would, of course, conduct the Brazil trade on better terms than ships going from New Orleans to Rio in ballast to return with coffee. For this reason the coffee received at New Orleans is usually brought by vessels which have brought freights to Rio. They load with coffee to New Orleans and take out cotton, tobacco or some other freight, foreign or coastwise. We have little or no direct trade with Rio. There is another advantage which New York possesses in this trade. A line of steamers, supported by a postal subvention of, we think, one hundred and fifty thousand dollars. These steamers, of course, take the passengers, specie, and any other paying commodities.

We do not blame St. Louis for sending her Rio freights across the Mississippi, because when a shipper wishes to export any article he must have a ship certain to carry it abroad. This can be furnished by New York or Baltimore, but can not be furnished here.

2. Measures necessary to secure the Rio trade to the Mississippi cities, boats and railroads.

We begin by saying that it is not necessary to await any better water than we have already. The Mississippi river and its outlets now afford better communication with the sea than either Baltimore or Richmond, principal coffee ports. An increased depth of water is, of course, invaluable, but we can employ the class of vessels necessary for the coffee trade to-morrow if we had the freights. It was once thought that the grain of the Atlantic slope would keep better when floured than that produced in the West. There is every reason to believe that the wheat of Texas and South Carolina would bear exportation to and beyond the tropics. This capacity to resist fermentation was of much more importance when commerce was conducted exclusively by sail than at present, and Western flour could be now sent south of the United States and be consumed before it would spoil. We were told by Captain Pomeroy, who had been in the Amazon river trade for several years, that Western flour came over from England and was shipped into and up the Amazon. To aid in restoring this trade it would be proper for the whole valley to ask of Congress either a repeal of the New York subvention, or an equal appropriation for a line from New Orleans to Rio. The government has now a double daily mail service between all the principal cities of the United States and New Orleans. There is no reason why St. Louis should send a passenger for Rio to New York, when less rail would take him to New Orleans. Nor should the Western cities await their letters or remittances via the Atlantic cities. All the Western and Southwestern cities on the Gulf of Mexico should unite in a demand for a fair participation in these incidental commercial advantages. There are many other measures of international intercourse in which such a combination of effort would be valuable, but we confine ourselves to the Rio trade at present. Not only are our river and lake cities concerned in this trade, but our lake and river navigation, and the railroad system along the whole valley, with all tributaries and feeders. It can not be long before the coastwise trade between the West and the tropics will be suspended by the inboard lines of rail and river. It is in the power of the statesmen, carriers and merchants of the valley to forward this great change in the channels of transportation, and we hope they will cordially unite to do so.

CHICAGO PROFFERS SYMPATHY.

They had an "off day" in the Chicago *Times* office last week, and, of course, took up Louisiana. All the country papers take us up when there is no local dog fight to occupy them. So Louisiana was taken up in Chicago for the reason that there was no fire raging just at the moment; the little whirl of excitement over the one hundred and thirty-six columns of delinquent taxpayers had passed away, leaving, however, a tendency in the public mind to look into figures, especially those pertaining to the financial affairs of others.

The result is a characteristic medley of truth and nonsense, fact and fiction, such as our own more enterprising Democratic papers published some years ago. It appears that the New York *Financial Chronicle* has recently got hold of Mr. Weymouth's report, which was appended as exhibit W. to the report of the joint committee to examine the books of the Auditor and Treasurer. Under the explanatory caption which implies an inquiry into the origin of the State debt, Mr. Weymouth has given nearly a faithful abstract of a report presented by Governor Flanders and Mr. Greenwood in the first year of Governor Kellogg's administration. These two gentlemen made a pretty careful scrutiny into the financial affairs of this State, and reported not only every dollar which they found it really owed, but about thirty millions which never could in any just sense be regarded as debt at all. Our local wags at the time the report was published in 1873 used to say that Messrs. Greenwood and associates had found that what Louisiana really did owe, added to what she did not, made a heap of money. The *Financial Chronicle* and the Chicago *Times* are now palming off these old figures upon their readers as current news. The *Times* sentimentally calls the exhibit "Louisiana's Load," attributes the fault to the carpet-baggers of course, and looks as virtuous as it is possible for a hardened sinner to look. The following is the summarized exhibit which makes the *Times* groan more than it does Louisiana, which shows where the burden is—the burden of invention at least:

Floating debt	$2,165,171 21
Bonds loaned property banks	4,830,683 33
Bonded debt proper	2,134,800 00
Contingent debt reported by Auditor	10,095,000 00
Contingent debt not reported by Auditor	9,605,500 00
Total	$29,004,155 04
Add trust bonds and bonds missing	993,194 91
Total	$30,597,394 95

It will be seen that the national debt, the German indemnity and the annual receipts of the Chicago *Times* are left out of the above calculation. Were they added, "Louisiana's load" would be found much larger than reported. We desire to supply the omission, so that when the country papers return to the subject next year they will have something worth while to talk about.

Since this terrible array of figures was presented to us, we have made a business turn or two, by which we have shaken off just $35,597,394 95 of the great load, and taken measures to exclude hereafter not only the "contingent debt not reported by the Auditor," but any other little items which outsiders may attempt to present for audit and payment. We owe just $15,000,000 of bonded debt and no contingent whatever. Even the foreign bondholders have received the intelligence at last, and have formally voted to accept our terms, with the empty privilege of protest, and have resolved to issue themselves certificates for the forty per cent which which they do not receive from Louisiana. The *Times* will observe, therefore, that instead of $64 per head, the debt of the State amounts to $18 75, which, though pretty large, can and will be paid. Our existing financial plan has been embodied in the organic law, which has been submitted to and ratified by a large majority of the voters of the State. It is as firmly adopted and established as anything human can be, and we are rapidly putting things to rights. We have about $600,000 in the State treasury to meet the demands for interest, and of this there will be a surplus to apply to the extinguishment of the principal. While, therefore, we feel sufficiently grateful to all our neighbors for the disinterested sympathy they offer, we hope they will not overdo it, as the mourning till, when it comes in, may be greater than we can stand, and it would be hardly decent in us to scale that, as we have done so many other jobs.

THE GALVESTON CIVIL RIGHTS CASE.

The Associated Press man has raked the horizon with his glass and captured a genuine sensation. He found it in Galveston, in the United States District Court. It appears that one of the ordinary damage suits under the civil rights act was in progress, with every prospect that it would go on to a quiet termination, when a hitherto undistinguished attorney donned his war paint and threw himself into the fight with a whoop, bound and slap in the face for the district attorney. This breach of decorum required at least an apology, which, we believe it is generally understood, was given, though we are in some doubt about it. The published account seems to us to contain but a very feeble effort in the direction of an apology. The judge, however, accepted what Colonel Flournoy said on the occasion in lieu of an apology, and deemed it a sufficient purgation of contempt. By this time, however, the Galveston *News* took the matter up, and appeared, of course, for the defendant and against the law. The jury became restive and would not agree until the judge became a trifle irritated, and intimated that agreement was something that was reasonably expected of them: that there was no need to be in a hurry; he could wait. They had only been out two days, when there would be no impropriety in their taking a week. Thus exhorted, the jury applied themselves to business with renewed vigor, and soon found a verdict of guilty.

The judge now turned his attention to the *News*, and ruled the proprietors into court to answer to a charge of contempt, with the result stated in our dispatches.

It is but a small sensation, and rests on slight grounds, but is well enough for Galveston. Perhaps Mr. Davis, being in Texas, will counsel "his people" to respect the laws, and the whole affair end in smoke and reasonable damages to the plaintiffs, who have been quite overlooked in the furious onslaught made by the defendant's attorneys on the district attorney and the controversy between the daily *News* and the court. We have had two or three civil rights cases in our courts, but did not think it worth while to become greatly excited over them, and hope our Galveston friends will pull through this without being compelled to call out the army and navy. We have Governor Coke's word for it that all the Texans are perfectly devoted to the old flag. Let us hope they also include the law, of which it is the emblem, in their patriotic devotion.

A CARD.

The grand drawing of the single number tickets, Louisiana State Lottery, will take place on SATURDAY NEXT, the twelfth day of June, 1875, at 11 A. M., over the rooms of the company.

CAPITAL PRIZE $20,000.

Only 10,000 Numbers.

Tickets Only $10.

The public are invited to witness the drawing. The doors will be opened at 10:45 A. M. Entrance on Union street. je9 3t 2p

TO TAX COLLECTORS.

Circular No. 3.

State of Louisiana, Auditor's Office, New Orleans, June 5, 1875.

Tax collectors are reminded of the necessity to enforce the payment of all delinquent and a pro rata of current taxes during the present month, and prior to their quarterly settlement due July 1, proximo.

You are required to enforce all such collection at once, and to this end you will vigorously proceed under the provisions of act No. 47 of 1873.

Under instructions heretofore issued in circular No. 2, you will continue to collect delinquent taxes without penalties up to and including June 30. From and after that date await further instructions, pending the receipt of which you will cease to collect as above without penalties.

CHARLES CLINTON, Auditor.

je6 t je1 2p

A CARD.

I would respectfully inform my friends and the public that I am sole proprietor of the NEW BAZAR EXCHANGE, opposite the Bazar Market, and that Mr. C. Vucassovich is no longer connected in any capacity with my establishment.

je6 3t 2p* MICHEL ABRAMOVICH.

IMPORTANT TO PROPERTY HOLDERS AND TENANTS.

The New Orleans Sanitary and Excavating Company beg leave to inform the citizens of New Orleans that they have perfected all the necessary arrangements, and are now prepared to execute orders for the cleaning and emptying of privies and sinks.

The apparatus used is known as the "Odorless Excavating Apparatus," and is the same as that used in New York, Washington, Baltimore and other large cities of the North, consisting of a pump or forcing engine, an air tight tank and a deodorizing attachment, by which the contents of vaults and sinks can be removed without creating any nuisance or offensive odor, during the ordinary working hours of the day as well as at night, and with the greatest efficiency and dispatch.

This system not only inaugurates a valuable sanitary reform, but is much cheaper than any other system now in use.

Further information can be had regarding the working of the new system at the office of the company, No. 153 Common street, and all orders left there or addressed to box No. 913, postoffice, will receive prompt attention. ap11 3m

CAUTION.

CAUTION.—CERTIFICATE NO. 126, FOR 100 shares of stock, issued June 19, 1854, by the Mechanics and Traders' Bank, to Francois Roumien, having been lost, all parties are hereby cautioned against trading for the same, as application has been made for the issue of a new certificate.

New Orleans, May 18, 1875. my20 27 je3 10 17 24

BUSINESS CHANGES.

THE COPARTNERSHIP HERETOfore existing between the undersigned under the name and firm of KELLEY & DOHERTY, is dissolved by mutual consent June 1, 1875. Mr. Alexander Kelley will sign in liquidation.

ALEX. KELLEY, EUGENE DOHERTY.

Referring to the above the undersigned will continue the business at the old stand No. 55 Poydras street, for his own account, and will be thankful for a continuance of the liberal patronage heretofore bestowed on the firm.

ALEX. KELLEY.

New Orleans, June 8, 1875. je9 1w

DISSOLUTION.—THE FIRM OF DAVID HADDEN & CO. expires this day by limitation. David Hadden and W. A. Garth will sign the firm name in settlement of the outstanding business.

DAVID HADDEN, W. A. GARTH, C. Y. WILSON. per pro. DAVID HADDEN.

New Orleans, June 1, 1875.

The undersigned succeeds to and will continue the cotton and tobacco factorage business.

DAVID HADDEN.

New Orleans, June 1, 1875. je4 8 9

NOTICE.—OFFICE MERCHANTS' STEAMBOAT Company, Brownsville, Texas, April 26, 1875.—By mutual consent of the parties concerned, Captain H. K. HAZLETT has this day withdrawn from his partnership in the Merchants' Steamboat Company of Brownsville, Texas, and has no further interest in said company, or in the steamboats Jessie and Andrew Ackley. The undersigned is alone authorized to contract obligations for the company and steamboats above named.

WILLIAM KELLY, Manager Merchants' Steamboat Company. my16 1m*

SCALES.

FAIRBANKS'.....FAIRBANKS'

STANDARD SCALES.

No. 54 Camp street.

FAIRBANKS' COTTON BEAMS

MOSLER, BAHMANN & CO.'S FIREPROOF SAFES. The best made in the market.

TROEMNER'S STEEL COIN AND COFFEE MILL

FAIRBANKS' POSTAL PACKAGE SCALE.

For the weighing of postal matter, hardware, groceries, cigars, gloves, laces, dry goods, candy ornaments, tea, etc. Anything not weighing more than four pounds can now be sent by mail for two cents per ounce, or sixteen cents will carry a pound across the continent.

All retail merchants should have our Postal Package Scale.

SHRIVER'S LETTER COPYING PRESSES.

MILES' ALARM MONEY DRAWERS.

Counter, Druggist, Platform, Hay, Coal and Cattle Scales.

FOR SALE AT NEW YORK PRICES.

FAIRBANKS' SCALE DEPOT, 53.....Camp street.....53

my18 3m d&w

SPLENDID CHANCE FOR A FORTUNE.

THE LOUISIANA STATE LOTTERY COMPANY WILL GIVE ITS SATURDAY, DECEMBER 25, 1875, A GRAND GOLDEN DRAWING.

Capital Prize $100,000!

ONE PRIZE TO EVERY SIX TICKETS.

3380 PRIZES, IN ALL AMOUNTING IN THE AGGREGATE TO OVER HALF A MILLION IN GOLD!

The Drawing will positively commence at TEN O'CLOCK on the morning of SATURDAY, December 25, 1875, at one of the largest theatres in the city. It will be conducted with a

GRAND PROMENADE CONCERT,

For which the best musical talent available in the country will be engaged, and to which every holder of a COUPON TICKET will be entitled to FREE ADMISSION.

LOOK AT THE SCHEME!

Extraordinary Scheme!

20,000 Tickets at $50 Each.

LIST OF PRIZES:

1 Capital Prize	$100,000
1 Prize	50,000
1 Prize	20,000
1 Prize	10,000
2 Prizes at $5000	10,000
4 Prizes at $2500	10,000
20 Prizes at $1000	20,000
50 Prizes at $500	25,000
1200 Prizes at $100	120,000
2000 Prizes at $50	100,000

APPROXIMATION PRIZES:

100 Approximation Prizes at $200	$20,000
100 Approximation Prizes at $100	10,000
100 Approximation Prizes at $75	7,500

TOTAL:

3380 Prizes in All,

AMOUNTING TO

$502,500 IN GOLD!

Price of Tickets:

WHOLE TICKETS	$50 00
HALVES	25 00
TENTHS	5 00
TWENTIETHS	2 50

For sale at all the New Orleans agencies and at the Central Office of the

LOUISIANA STATE LOTTERY COMPANY,

Address Lock Box No. 692, New Orleans Postoffice.

REMIT BY POSTOFFICE MONEY ORDER, REGISTERED LETTER, DRAFT, OR BY EXPRESS.

OBSERVE AND RECOLLECT

That in the Grand Golden Drawing of December 25, 1875, ALL THE TICKETS ARE SOLD FOR GREENBACKS, ALL THE PRIZES ARE PAID IN GOLD.

Agents Wanted in Every State, County, City and Town Throughout the Union.

UNEXCEPTIONAL GUARANTEES REQUIRED,

And must, in every instance, accompany applications TO BE MADE TO THE

LOUISIANA STATE LOTTERY COMPANY, NEW ORLEANS, LA.

All letters unanswered mean a negative reply. my15 2p

LOTTERIES.

SPLENDID SCHEME.

ONLY 10,000 NUMBERS.

LOUISIANA STATE SINGLE NUMBER LOTTERY

Capital Prize.....$20,000.

LOUISIANA STATE LOTTERY COMPANY, (Incorporated August 17, 1868).

CLASS H.

To be drawn in public at New Orleans, On Saturday, June 12, 1875.

SCHEME.

10,000 Tickets.....Tickets only $10

Halves, Quarter and Eighths in proportion.

1 prize of	$20,000 is	$20,000
1 prize of	10,000 is	10,000
20 prizes of	500 are	10,000
200 prizes of	100 are	20,000
500 prizes of	50 are	10,000

APPROXIMATION PRIZES.

9 approximations of $300 each for the nine remaining units of the same ten of the number drawing the $20,000 prize are	2,700
9 approximations of $200 each for the nine remaining units of the same ten of the number drawing the $10,000 prize are	1,800
440 prizes, amounting to	$74,500

EXPLANATION OF APPROXIMATION PRIZES.

The nine remaining units of the same ten of the numbers drawing the first two full prizes will be entitled to the eighteen approximation prizes. For example: If ticket No. 1246 draws the $20,000 prize, those tickets numbered 1241, 1242, 1243, 1244, 1245, 1247, 1248, 1249 and 1250 will each be entitled to $300. If ticket No. 231 draws the $10,000 prize, those tickets numbered 232, 233, 234, 235, 236, 237, 238, 239 and 240 will each 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 LOUISIANA STATE LOTTERY COMPANY, Lock box No. 692, Postoffice, New Orleans.

Send postoffice money order, or register your letter. je3 1y

DRAWING OF THE LOUISIANA STATE LOTTERY FOR JUNE 8, 1875. CLASS 135.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—
39	53	26	56	27	17	35	42	56	30	71	40	50	—

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 eighth day of June, 1875.

H. PERALTA, ADAM GIFFEN, Commissioners.

BEWARE OF BOGUS LOTTERIES. ap18

BANKS AND BANKING.

CITIZENS' SAVINGS BANK, (A bank for small savings), GRUNEWALD HALL, Pays six per cent interest; pays deposits on demand, and conducts business on the most liberal principles consistent with depositors' interests. Examination is invited to its management and financial condition.

J. L. GUBERNATOR, President. M. BENNER, Cashier. ap20 1y

NEW ORLEANS SAVINGS INSTITUTION, No. 158 Canal street., Trustees—Dr. W. Newton Mercer, L. F. Generes, David Urquhart, George Jonas, John G. Gaines, Thomas A. Adams, Carl Kohn, Thomas Allen Clark, Christian Schneider, Charles J. Leeds, Samuel Jamison.

Interest Allowed on Deposits.

L. F. GENERES, President. CHARLES KILSHAW, Treasurer. ap18 1y

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

CAPITAL.....$500,000.

E. C. PALMER, President. JAMES JACKSON, Vice President.

Directors:

R. CONERY, FRED. WING, J. H. KELLAR, W. H. THOMAS, DAVID WALLACE, JAMES JACKSON, K. C. PALMER.

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.

HOTELS AND RESTAURANTS

ORLEANS HOUSE, Formerly the Harris House, PASS CHRISTIAN, MISSISSIPPI. Board by the day, week or month. Rooms airy and commodious. Location near the beach, with bath house attached. Every attention paid to the comfort of the patrons of the house. Table supplied with the best the market affords. Charges moderate. Patronage respectfully solicited. je4 3m MRS. M. J. COWAN, Proprietress.

CAMOKS OYSTER SALOON AND RESTAURANT, 23.....St. Charles Street.....23 Between Canal and Common streets. LEON LAMOTHE & FAUCON, Proprietors. French Restaurant up stairs. Board by the week or month at reasonable prices. my8 1m

BOSSELL HOUSE, BILOXI, MISSISSIPPI. Will reopen on May 1, 1875, for the reception of guests, having been newly furnished throughout. Charges moderate. mh13 6m PETER J. MONTROSS, Proprietor.

REMEMBER When you go to Biloxi don't forget to call at THE PRESS SALOON, as Harry wishes to see you all. P. J. MONTROSS, Proprietor. mh13 6m

RAILROADS.

THE MOBILE LINE. On and after May 23 trains will arrive and depart from the depot, foot of Canal street, as follows:

DEPART.	
Coast accommodation daily, except Sunday, at	3:15 P. M.
Express and mail, daily, at	8 A. M.
Through night express, daily, at	4:40 P. M.

ARRIVE.	
Coast accommodation daily, except Sunday, at	10:05 A. M.
Express and mail, daily, at	3:55 P. M.
Through night express, daily, at	11:30 P. M.

Pullman Palace Cars daily to Louisville, Cincinnati, Lynchburg, Virginia Springs and Baltimore without change. Office corner of Canal and Common streets, opposite City Hotel. my23 D. B. ROBINSON, Superintendent.

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

On and after December 28, 1874, Trains depart and arrive as follows from Calliope street depot.

DEPART.		ARRIVE.	
Express	7:50 A. M.	Express	11:30 P. M.
Mail	3:50 P. M.	Mail	10:30 A. M.

Pullman Palace Sleeping Cars through to St. Louis, Chicago and Louisville. Only one change of sleeping cars to Eastern cities. Tickets for sale and information given at No. 38 Camp street, corner of Common. jal3 1y A. D. SHELDON, Agent. E. D. FROST, General Manager.

INSURANCE.

TWENTY-SIXTH ANNUAL STATEMENT OF THE CRESCENT MUTUAL INSURANCE COMPANY.

Total premiums for the year ending April 30, 1875	$295,368 75
Earned premiums, less reinsurance and return premiums	256,187 3
Fire, marine and river losses, $140,346 89	
Taxes, expenses, rebate in lieu of participation, less interest, etc. 73,707 33	214,054 22
Leaving, after paying ten per cent on capital stock, net profits	$42,133 12
Total assets	$616,301 91

The Board of Trustees resolved that after paying the annual interest of ten per cent on the capital stock of the company that a dividend of THIRTY PER CENT be paid in cash on and after the fourteenth day of June 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, Adam Thompson, Henry Abrahams, P. N. Strong, Victor Meyer, Joseph Bowling, Edward J. Gay, Andrew Stewart, Simon Hernsheim, George Martin, Joseph B. Wolfe, L. C. Jurey, Edward Pilsbury, George W. Sentell, Frederick Camerden, John M. Sandidge, Simon Forchheimer, R. B. Post, John K. King, J. L. Harris, Joseph Stone, Alfred Moulton, Edward Nalle, A. Levy. my27 6m