

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES. OFFICIAL JOURNAL OF NEW ORLEANS. AUCTION SALES THIS DAY.

Local Intelligence.

THE MOTHER WHO CLAIMED HER CHILD.—In the notice of the proceedings before Judge Sauter, in the habeas corpus case of a colored woman claiming the custody of her child, the position taken by the court was not fully stated. The facts are that Mr. J. O. Landry did not testify in the matter, and no question as to the sanity of the mother was made.

LIGHTHOUSE SHIP IN DISTRESS.—The lighthouse ship Ivy recently lost her rudder in a storm in Barbary bay, and the revenue cutter Dix will, as soon as possible, go to her relief, to tow her over to Ship Island, where she will be repaired.

ASSISTANT STATE YESTERDAY appointed ex-Governor Kellogg assistant State engineer on the recommendation of many prominent citizens. Mr. Baker was appointed military Governor of Louisiana by Governor Flanders. Governor Baker was the first graduate from Louisiana at West Point, leaving that institution in the year 1814, so it will be seen that he has experienced considerable service.

CALLING ON GOVERNOR KELLOGG.—Last evening a delegation of about 100 members of the Southern Republican Association called on Governor Kellogg at his office, and as reporters were not permitted to be listeners we are compelled to take street rumors as to the cause of such a numerous visit. It is stated that the gentlemen called to protest against the removal from office of Judge Braganth and Police Commissioner Leclerc.

THE SEVENTH CITY DISTRICT has been divided into five districts, as follows: First Fire District—All that portion below Canal street, bounded by the Mississippi river, shall be designated as the first fire district.

BRIEF MENTION.—Harry Roach, senior and junior, were charged with attempting to kill C. W. Pluche. The senior was committed for trial, and the junior discharged on that count, but was committed for attacking Stephen Lyons.

Henry Honore was accidentally drowned in Marigny canal near Bayou St. John. In attempting to get into a skiff he fell overboard and could not save himself. The body was recovered.

Keepers of private markets who go contrary to law in selling meat are arrested as soon as discovered. Mr. Morrison, sheriff of Jefferson parish, deserves credit for his conduct in the oyster raking case. He receives praise from both sides.

At five o'clock yesterday morning the roof of a one-story frame house, No. 117 Baracks street, was discovered to be on fire. The building is owned by Widow Morphy and occupied by J. A. Dryson. The damage amounts to about \$800, fully insured in the New Orleans office.

Mr. State's Statement of the West Feliciana Troubles. NEW ORLEANS, August 5, 1875. EDITOR REPUBLICAN: Please find space in the columns of your paper for the following card to the public: An citizen of the State and of the parish of East Feliciana, was born and raised in that parish, and has in all elections since reconstruction, with but one exception, shown myself to be a Republican.

Our Impeded Commerce. The steamship State of Alabama, now aground upon the bar at Pass-a-l'Outre, is causing serious pecuniary results to the steamship company, also impeding navigation to an extent both damaging and vexatious. Since Monday last as many men as could work have been lighting the ship, until they have now 500 tons of cargo in lighters alongside, and still the ship only swings back and forth in her mud, but not a fathom nearer the gulf. There is only fourteen feet of water in the channel where the new levee. The dredge boat has been at work all the week, but to no purpose. The tides day after day have become so low that the only way possible to get out of the difficulty seems to be to keep on lighting the ship until the case is moved—if not to sea, at least inside, and out of Southwest Pass, as sixteen feet was reported there yesterday at low water.

The Canandaigua, now lying in front of our city, had orders to sail for Port Royal on Monday, and as she still lies at her moorings, the Navy Department at least will understand the cause of her detention. The steamship Oberon, of the Southern Line of Liverpool steamers, also lies at the head of the passes, waiting for a chance to get to sea.

Sail from Liverpool. Already five of our old New Orleans and Liverpool cruisers have taken sail from the latter port, and have taken their provisions way. Among them are the ships Virginia, Nantuxum, Dornio, Mary E. Riggs, Vigilant and Screamer. The smallest cargo is 700 tons, while the largest, that of the Mary E. Riggs, is 1500 tons. Our salt merchants have already donned their customary knowing smile, while in their pockets they hold numerous cablegrams advising them of the above facts.

Temperature. The thermometer at Louis Frigerio's, No. 50 Chartres street, on August 5, stood as follows: At 8 A. M., 85; at 2 P. M., 94; at 6 P. M., 90. Lowest point during the night of August 4, 77.

The New Helionics will celebrate their first anniversary by making an excursion to Ocean Springs, giving a short entertainment and a ball at the hotel, and enjoying themselves generally. The excursionists will leave on the 3:15 train Saturday afternoon and return on Sunday night. Mr. B. J. O'Neill, manager, has favored us with an invitation to join the party.

entered and ransacked by unauthorized parties, for no other reason than that I was a Republican and acknowledged as a leader of my people. In conclusion, I desire to state that the colored people, en masse, were not found under arms, and if there were any armed men, they would be molested by an enraged body of men, whose sole desire may have been to obtain some pretext whereby a repetition of the sad occurrence of Vicksburg and other places could have been enacted and unoffending negroes killed, and no one wounded even on the side of the whivory. The cause of the troubles at Pass-a-l'Outre, at extreme account for, no cause of complaint has been given on the side of the Republicans and colored people, and I await impatiently for information upon the same, as I may better be enabled to answer. Respectfully, JOHN GAIR, of East Feliciana.

Pass-a-l'Outre. We have received from Major Howell, engineer in charge, the following memorandum of military operations at Pass-a-l'Outre during the month of July: During the month of July, 1875, the depth of the water in the channel at Pass-a-l'Outre, was from 15 feet 6 inches to 16 feet 6 inches, with a least width for those depths ranging from 60 to 100 feet.

July 1—Ship Hagerston, 19 feet 6 inches. July 2—Ship Vanguard, 19 feet. July 3—Ship Hagerston, 18 feet 6 inches; steamship Memphis, 18 feet. July 12—Ship Zephyr, 18 feet 6 inches. July 16—Ship Scoto, 18 feet 6 inches. July 19—Ship Hagerston, 18 feet 6 inches. July 20—Ship Vanguard, 18 feet. July 24—Steamship St. Louis, 18 feet.

The following is a list of vessels drawing 18 feet and over that crossed the bar during the month: July 1—Ship Hagerston, 19 feet 6 inches. July 2—Ship Vanguard, 19 feet. July 3—Ship Hagerston, 18 feet 6 inches; steamship Memphis, 18 feet. July 12—Ship Zephyr, 18 feet 6 inches. July 16—Ship Scoto, 18 feet 6 inches. July 19—Ship Hagerston, 18 feet 6 inches. July 20—Ship Vanguard, 18 feet. July 24—Steamship St. Louis, 18 feet.

The following is a statement regarding all vessels detained by grounding during the month and the amount of time delayed: July 1—Steamship Warrior, 16 feet 6 inches; P. Wurtz pilot; bound in; grounded June 28; got off Ship Hagerston, 19 feet 6 inches; B. Bouché pilot; bound in; grounded at two canals; got off at 8 A. M. Bark Charles E. Jayne, 16 feet 6 inches; George Wirtz pilot; bound out; grounded July 3; got off at 10 A. M. July 3—Ship Hagerston, 18 feet 6 inches; P. Wurtz pilot; bound in; grounded near canal; got off at 10 A. M. July 4—Steamship State of Alabama, 18 feet 6 inches; P. Wurtz pilot; bound in; grounded on north side of channel at canal; got off July 7 at 9 A. M. July 17—Ship Nueva Aurelia, Pater Donahue pilot; bound in; grounded near two canals; got off July 18 at 7:30 A. M. Steamship Warrior, 19 feet 9 inches; J. McLaughlin pilot; bound out; at 10 A. M. July 19—Ship Hagerston, 18 feet 6 inches; P. Wurtz pilot; bound in; grounded near two canals; got off July 18 at 8:30 A. M. July 24—Bark Carola, 16 feet, bound in; F. Craig pilot; grounded north of channel; got off July 27.

July 30—Steamship State of Alabama, 19 feet 6 inches; P. Wurtz pilot; bound in; at upper end of bar; still a ground. July 30—Bark Albatraz, 17 feet, H. Sherman pilot; bound out; grounded north side of channel; got off July 31 at 7 A. M.

Carrollton Fire Limits. The Seventh City District has been divided into five districts, as follows: First Fire District—All that portion below Canal street, bounded by the Mississippi river, shall be designated as the first fire district.

Second Fire District—All that portion below Carrollton avenue, bounded by St. Charles avenue, Lowerline and Fwelfth streets, and Marley avenue, thence to the rear of the Seventh Division (Washington avenue), shall be designated as the second fire district.

Third Fire District—All that portion above Carrollton avenue, bounded by the Mississippi river and Tenth streets, shall be designated as the third fire district.

Fourth Fire District—All that portion above Tenth street, bounded by the Mississippi river, Upperline and Tenth streets, shall be designated as the fourth fire district.

Fifth Fire District—All that portion above Upperline avenue and along the New Orleans canal, bounded by Tenth and Upperline streets, and Upperline street canal to Lake Fontchartrain, shall be designated as the fifth fire district.

The alarm signals are: First district, one tap; second district, two taps; third district, three taps; fourth district, four taps; fifth district, five taps—there following a succession of from ten to fifteen taps on the fire bell.

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Special Notices. Notice—New Orleans Pacific Railway Company. The stock of this company will be sold and payable at the office of the company, No. 23 Baracks street, on August 10, 1875. By order of the Board of Directors.

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NOTARIES. CHARLES H. THOMPSON, NOTARY PUBLIC. No. 24, Canard street, up stairs. Making authentic and legal copies, or redemption of property sold by the State for delinquent taxes under Act No. 47 of 1873, or any other law, in the name of WILLIAM KILBURN. Being thoroughly familiar with all details, and anxious for speedy and satisfactory business, he trusts to him, will guarantee satisfaction. J22 1m

TAX COLLECTOR'S SALES. STATE OF LOUISIANA, PARISH OF ORLEANS—First District, City of New Orleans. STATE OF LOUISIANA VS. SEVEN LOTS OF GROUND, fronting on Canal street, measuring 24 by 125 feet, assessed in the name of MRS. M. J. KILBURN.

STATE OF LOUISIANA, PARISH OF ORLEANS—First District, City of New Orleans. STATE OF LOUISIANA VS. A LOT OF GROUND, fronting on the corner of Baronne and Terapcho streets, in square No. 242, assessed in the name of MRS. M. J. KILBURN.

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