

(CONTINUED FROM FIRST PAGE.)

1868 will appear, not only admirable and grand, but, entirely sublime. No interest for the general good of mankind, remarks a student of history, has been ever built up in the world that was not cemented with blood. That, by way of expressing value and importance, is a well guarded but strong expression, and has a forcible relation to the act of emancipation. History informs us of no revolution that awakened so much thought, elicited so vast and varied interests; required the outlay of treasure so immense, sacrifice so wonderful; and comprehended in its scope, a good, so vast, and so important to the general welfare of mankind, as to be essential to it. The compass of that act may not be regarded as of so narrow a scope as to embrace our own domestic affairs merely; but, as comprehending rather, the destinies of mankind. Taking foundations in human nature itself, it embraces, in the truest and fullest sense, the chief good of the entire race, and involves the highest and most sacred interests of every class of people under the sun. From Washington to Sierra Leone, from Sierra Leone to Pekin, and from Pekin back to Washington again, there is not a clan, tribe or nation, either in the old world or the new, but whose policies, politics and destinies have been affected by it, for the greatest possible good.

At home, not only was a race lifted into manhood and citizenship but, a great Nation was regenerated and inspired with new life. The light of noonday is not a more striking contrast with midnight darkness than the present condition of our Country, as compared with what it was under the dominion of the slave system. And in the light of this contrast we may look back upon slavery and learn to hate it—hate it intensely, bitterly and with an eternal hatred; hate it because it prostitutes society to the basest of ends; hate it because it degrades, debauches, abuses, outrages and brutalises alike the oppressed and the nation by which it is tolerated and supported; hate it because it creates caste-aristocracy and ostracises the weak; hate it because it deeply injures you, and more deeply injures your children; hate it with a most inveterate hatred as the God-daring "sum of all villainies."

The emancipation act, great in itself alone, becomes much greater in its legitimate results. Bringing the broadest equality to all citizens alike, each is identified with all the interests of a common country, having before it a future of unequalled greatness. "Liberty regulated by law," says Wendell Phillips, "is the secret of Saxon success." It is a cheering fact that the elements of the negro's character are adapted to blend with, and be conformed to the laws which germinate the civilization of the nineteenth century. Judged by the same rules and tried by the same tests by which other races love to determine their character, the negro race will lose nothing necessary to give it an equal place by the side of the saxon. "There are two ways in which races love to be judged, and there tests by which to be tried,—the great men they produce, the average merit of the mass; courage, purpose and endurance." If the saxon character is distinguished for courage, purpose and endurance, so is the negro's. Do they boast of producing great men?—so may we. Have they made history?—So have we,—history of which none need be ashamed. Have we been slaves?—So have they—slaves, says Macaulay, for three hundred years, sold with the land, and Caesar said, they were not even fit for that. Did they obtain freedom?—So did we. But they lifted not a finger to end their slavery—waited for civilization, Christianity and commerce to melt away their chains; we fought for ours—gave the world the first and only fact of a race rising in its own might, casting off its chains, moulding them into swords, winning its liberty on the battle field, and making the land of Toussaint L'Ouverture glorious in independence forever. There is much in the history of the negro race, upon the North American continent, certainly, to entitle it to the first place of respectability for courage, purpose and endurance. It was ordained by Providence, that, that race, regarded with contempt as an object of ridicule—despicable and degraded, should furnish the proudest chapter of history. A race, lifting itself from the degradation of abject chattelism into freedom and nationality; maintaining its independence against the greed of England, the cunning of France

and the bullying of Spain for half a century, while South American Republics rise and pass away like the dew drops of early morn—such a race is certainly entitled to a place by the side of the Saxon in the role of honor.

Possessing, therefore, all the elements of perpetuity, development and progress in their plenitude, that race is destined to continue so long as the sun and moon endure. Availed of all the means and appliances of dignified life it will become everywhere, a highly important element of civilized society. Events succeeding events, like waves chasing waves upon the bosom of the great deep, press rapidly forward the period, not far distant, when America, boasting of her white, will be equally proud of her black sons.

What I now have to say, Mr. President, in approaching the close of my remarks must be uttered, and should be received with no ordinary sense of gravity and sincerity. Behind us is a past telling only of oppression, misery, degradation, shame and sorrow—of shame to a great nation, and of invidious ostracism to us; before us, a future luminous with prospects of the most flattering character. Are not we the sole arbiters of our own destiny? When we consider our station, our duties, obligations and responsibilities, should we not feel equally bound to labor incessantly, ardently, unselfishly, and in love for the achievement of the grandest possible results with respect to our own individual development and elevation? And is not this preeminently our own work? We cannot look to others and neglect or slight our own interests with impunity. No nature is profusely generous to so small an extent as human nature. Intelligence only regulates and directs its intense selfishness to the certain ends of its own aggrandizement. Nothing is more natural than that others will let us severely alone when we forget and neglect those personal interests so highly important to our own general welfare. To keep pace with the progress of the present age requires the utmost diligence in individual effort. Everywhere the public mind is wide awake and keenly alive, pressing forward to the goal of the highest individual and general good with mighty strides. Equality in the scale of life, is the result of achievement. The diligent use of the same means and appliances gives similar results—the school-house, the church, and a quarter section of land produce equals of people differing in all other respects. Pointed as we are to equality, we are tardy in the diligent application of the individual to all the means of promotion? A people's character and elevation are measured and determined by the amount of individual effort. And, although we shall make mistakes and failures; meet with rebuffs, disappointments and discouragements, we should press onward and upward nevertheless, remembering that the mistakes of mankind, as much as their successes, teach lessons of equal value. If the

It is equally true that, the mistakes of others constrain tell us how to shun the rocks of time.

Nor must we forbear to press eagerly forward, ever learning, ever becoming wiser and ever improving; keeping continually before us the fact, that, individual improvement contributes proportionately to the advancement of the whole race. As a race or whole people is composed of units; so its elevation in the scale of well-regulated and dignified life is achieved by the development and improvement of its individual members.

Of what trade are the bees? Comb-makers. When are soldiers like good flannel? When they don't shrink. A sailor's life is made unnecessarily perilous at Noank, where they send vessels to sea with Noankers on board.

"My children," said an old lady, "I am the root and ye are the branches." "Grandma?" said one. "What, my child?" "I was thinking how much better the branches would flourish if the root was under the ground."

If a woman were to change her sex she would be a he-then. The best thing to take before breakfast.—Another nap.

CHRISTMAS OVER THE BORDER.—Southerner (forgetting that Christmas Day falls on Sunday this year): "Good-morning, Mr. Scarebairn. A merry Christmas."

The Rev. Mr. S.: "E-h mon! that's nae a fittin' se'jective to pit afore the Sabbath!"

WALTHAM WATCHES.

THE BALANCE WHEEL

OF A
WALTHAM WATCH
BEATS
4 times second,
240 times a minute,
14,400 times an hour,
345,600 times a day,
292,000 times a week,
10,368,000 times a month,
126,144,000 times a year.

MORE IS EXPECTED OF A WATCH.

THAN ANY KIND OF IN MACHERY.

It must not only run all day, but all night; not only on weekdays, but on Sundays and Holidays. It must run hanging up or lying down—upside down or right side up. It must keep running when the owner sits down or stand up, when he walks or rides. In fact, it is expected to do its duty at all times, in every place and in every position.

A Genuine Waltham Watch

will fulfil all these requirements. I would once a day, it will faithfully tick for you a hundred and twenty-six million times in a year, without even requiring fresh oil all that time.

A Genuine Waltham Watch

CONTAINS
5 Spring, 9 wheels, 51 Screws, and 98 other parts making altogether 136 separate pieces.

ALL GENUINE WALTHAM.

Watches have seven Jewels.
THE EXTRA JEWELLED HAVE ELEVEN JEWELS.
THE FULL JEWELLED HAVE FIFTEEN JEWELS.

Every part of a Waltham Watch is made by machinery. The machinery used in making the movement of a single watch cost over a Hundred Thousand Dollars, yet we sell these Watches, in a solid Silver Hunting Case, for \$18. The same watch could not be made by hand and finished as perfectly for TEN TIMES AS MUCH.

A Genuine waltham Watch

Is interchangeable, like a Springfield rifle that is, any part of one Watch is exactly like the same part in another; and if ten Watches of one grade were taken apart, and the screws, wheels, springs, etc., were mixed together, ten watches could be made by putting these parts together again, without any reference to their former combination. This is a

GREAT ADVANTAGE;

For, if any part of a Waltham Watch is injured we can always replace it at a trifling expense.

A GENUINE WALTHAM WATCH

Is made with special reference to
DURABILITY

Other Watches will run for a year or two, an require constant repairs; but

A Waltham Watch

WILL RUN FAITHFULLY FOR MANY YEARS.
We sell these Watches, IN SOLID SILVER HUNTING CASES..... \$18
IN SOLID GOLD HUNTING CASES, \$70
We have prepared an

ILLUSTRATED PRICE LIST,

which describes the various grades of Watches in detail, gives the weight and quality of the Cases, and all other information necessary for an intelligent selection. We wish every one would send for it before ordering a Watch.

Write for it as follows:

Messrs. Howard & Co.,
No. 785 Broadway, New York:
Please send me your Illustrated Price List of Waltham Watches, as per advertisement in THE LOUISIANIAN.
(Sign name and address in full)

WITHOUT EXPENSE,

OR

Refund the Money.

We have sent out over Five Thousand of these Watches upon these conditions, and have only been asked to refund the money in three cases, and not one of these was on account of dissatisfaction with the Watch, but because the parties needed the money more.

WE HAVE NO AGENTS, AND OUR PRICES ARE THE SAME TO ALL. A REMITTANCE OF ORIGIN OR TEXAS CAN BUY A WATCH FROM US AND IT WILL COST HIM NO MORE THAN IF HE LIVED IN NEW YORK. ALL THIS IS EXPLAINED IN THE PRICE LIST.

Special Notice.—We do not sell

Waltham Watches in any imitation, Gift, Plated, Orde, Filled Cases whatever (these are all other names for Brass or German Silver). The Waltham Watch is worthy of a solid Gold or Silver Case, and we do not propose to sell it in any other.

LAST EVERY ONE SEND FOR A PRICE LIST.

ADDRESS IN FULL,
HOWARD & Co.,
Jewellers and Silversmiths,
No. 785 BROADWAY, NEW YORK.

STEAMBOATS.

ST. LOUIS.

For St. Louis, Cairo and Memphis.
The Steamer **KATIE**,
J. M. WEIR, Master; will
leave New Orleans for above ports on
SATURDAY, June 10;
SATURDAY, June 24;
SATURDAY, July 8;
SATURDAY, July 22.
For freight or passage apply on board, or to
J. JANNEY, No. 150 Common Street.
A. A. GREEN, No. 196 Common Street
Where a plan of the cabin can be seen

CAIRO.

ST. LOUIS AND NEW ORLEANS PACKET COMPANY.

FOR CAIRO AND ST. LOUIS.
Illinois Central Railroad Packets.
FOR MEMPHIS, CAIRO
and the Bends.—The fine
passenger steamers of
this line will leave as follows:
Giving through bills of lading to all points on the Memphis and Charleston Railroad, Nashville and Northwestern Railroad, and Memphis and Ohio Railroad—also to St. Louis.

Through Tickets furnished at lowest rates to all points East, West and North, by all the various routes via Memphis, Cairo and St. Louis. State-rooms secured at General Office, 104 Common Street.

A. A. WOODS, General Agent,
104 Common Street.
C. G. WAYNE, Freight Agent,
37 Natchez Street.

JOHN N. BOFINGER, President,
Bills of lading for all freights over the Illinois Central Railroad; signed at the office of
JAMES T. TUCKER,
apl. 6-1f
26 Carondelet Street.

MERCHANTS' SOUTHERN PACKET COMPANY.
FOR ST. LOUIS, CAIRO,
MEMPHIS and the Bends—

The steamers of this line will leave as follows, at 5 P. M.
Giving through bills of lading over the Illinois Central Railroad to all points on Arkansas, White and Cumberland rivers. Through bills of lading and passenger tickets issued to all points on the Upper Mississippi, as high as St. Paul.

Plans of cabin may be seen and state-rooms secured on application to
STEVENSON & VERLANDER,
Agents,
135 Gravier Street.

JOHN F. BAKER, President,
Bills of lading over the Illinois Central Railroad signed only at the office of
JAS. T. TUCKER,
26 Carondelet street.

NEW ORLEANS, CHICAGO AND THE WEST.

THE ILLINOIS CENTRAL RAILROAD
AND
Blue Line, Via Cairo,
WILL TAKE FREIGHT
From New Orleans on first-class steamers.

LEAVING DAILY, AT 5 P. M., FOR
CAIRO, CHICAGO, AND ALL
POINTS NORTH, WEST AND
EAST, AT THE LOWEST
RATES.

All rates and all through bills of lading from New Orleans by above route given, signed and recognized only at the General Office of the Company, No. 26 Carondelet Street.
Shippers by this route save all drayage and transfer charges at Cairo, and their goods are always under cover, and no charges are made for forwarding.

JAMES T. TUCKER,
General Agent.

VICKSBURG AND BENDS.

FOR VICKSBURG, DAVIS' Bend
Leaves on SATURDAY, at 5 P. M.
GREENVILLE, ARKYLE
Sunny Side, Egg's Point,
Barnard, Grand Lake, Leo,
ta, Maryland, Carolina, Pilcher's Point,
Skipwith, Lake Providence, Transylvania,
Goodrich, the Milliken Bend, Duckport,
Vicksburg, Grand Gulf, St. Joseph, Rod
ney, Waterproof, Natchez, Bayou Sara,
Baton Rouge, Plaquemine, Donaldsonville,
and all intermediate and Coast landings.
The new and magnificent steamer

W. S. PIKE,
J. J. Brown, Master;
(In place of steamer Natchez).
Will leave as above, and will land all Coast passengers with their freight.
Connects at Vicksburg with packets for all points on the Yazoo and Tallahatchie rivers.

For freight or passage apply on board or to
JNO. JANNEY, Agent,
150 Common Street.

BATON ROUGE.

New Orleans, Coast, Baton Rouge and Grand Lake Railroad semi-weekly passenger packet
ST. JOHN.

W. R. GRANTHURST, Master;
James McElroy, Clerk,
Will leave New Orleans every SATURDAY, at 5 P. M., and WEDNESDAY, at 5 P. M.
For freight or passage apply on board, or to
E. O. MELANCON, 11 Conti street.

ST. PHILIP STORE,
230 ROYAL ST., CORNER.
ST. PHILIP.
New Orleans.
B. A. CHIAPPELLA,
—CASH DEALER IN—
Simple and Fancy Dry Goods,
TRIMMINGS AND HATS,
AT AUCTION PRICES.

RAILROADS.

SPECIAL NOTICE.

St. Louis, Iron Mountain and Southern Railroad.

THE ONLY ALL RAIL ROUTE

To St. Louis, Chicago, Omaha, San Francisco, St. Paul, Kansas City, Leavenworth, St. Joseph, etc.

And all Points North, East and West.

TWO EXPRESS TRAINS leave the New Orleans, Jackson and Great Northern Railroad Depot daily, at 7 A. M. and 5 P. M.

AN EXPRESS TRAIN leaves the foot of Canal street daily at 8 A. M., via the New Orleans, Mobile and Chattanooga Railroad, making close connections at Mobile with the Mobile and Ohio Railroad to all points North, East and West.

For tickets apply to
A. D. SHELTON.
Ticket Agent New Orleans, Jackson and Great Northern Railroad, corner Camp and Common streets, under City Hotel; or to
W. BEDELL.

Ticket Agent New Orleans, Mobile and Chattanooga Railroad No. 150 Common street, under St. Charles Hotel.

J. H. WINGFIELD,
General Superintending Agent St. Louis, Iron Mountain and Southern Railroad

NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD.

The Mobile division of this road will be opened for business on
Monday, November 31, 1870,

and passenger trains will run as follows:

Leave New Orleans, from the foot of Canal street, for Bay St. Louis, Pass Christian, Mississippi City, Biloxi, Ocean Springs, Pascagoula and Mobile at 8 o'clock A. M. Arrive at Mobile at 2:30 o'clock P. M., connecting at Mobile with the MOBILE AND OHIO, and the MOBILE AND MONTGOMERY RAILROADS for all points.

NORTH, EAST AND WEST.
Leave Mobile for New Orleans at 11:20 A. M. Arriving at 6:10 P. M.

Fare Between New Orleans and Mobile, Five Dollars.

THROUGH FREIGHT TRAINS RUN EACH WAY DAILY.

Freight received at New Orleans, at the foot of Julia street before 4:30 P. M. delivered at Mobile early next morning.

FREIGHT AS LOW AS BY ANY OTHER ROUTE.

For further information, call at the General Office of the company, rooms one and two, up stairs, STORY BUILDING, corner Camp and Common streets.

J. R. KENDRICK,
General Superintendent.

TRAVELLERS' ATTENTION:

The New Orleans, Jackson, and Great Northern and Mississippi Central Railroads.

Run their Passenger Coaches and Baggage Cars, their combined length without change.

BAGGAGE CHECKED FROM RESIDENCE TO DESTINATION.

The 7 A. M. Express Train runs Daily, (SUNDAYS EXCEPTED.)

Makes close connections for Vicksburg, Memphis, St. Louis, Chicago, Louisville, and all points beyond, Sleeping cars at night, Canton to Grand Junction and Humboldt.

The Mail Train leaves New Orleans Daily, at 5 P. M.

Makes schedule connections with Light-Express trains, to all points NORTH, EAST and WEST. Carries the great North Mail.

Time to New York, 70 Hours.

New and elegantly fitted up Sleeping Cars run to Humboldt, Tennessee, Cleveland, Tennessee, and Louisville, Kentucky.

Express Train South arrives at 1:30 A. M.
Mail Train South arrives at 11:05 A. M.
Ticket Office, Galveston, Iron Building, Ticket Office, New Orleans, under City Hotel, corner Camp and Common streets, and at Depot.

E. Q. SEWALL, General Superintendent;
J. B. MOREY, General Ticket Agent
New Orleans, Jackson and Great Northern Railroad.

E. D. FROST, General Superintendent.
D. B. MOREY, General Ticket Agent,
Mississippi Central Railroad.

H. B. SCOTT, General Passenger Agent,

WATCHMAKERS AND JEWELLERS

Paul Granzin.

DEALER IN GOLD AND SILVER WATCHES,

And Fine Gold Jewelry. Keep always on hand all classes and patterns of Gold, Silver and Steel Spectacles and Eye Glasses. Glasses exchanged and sent to any part of the country. Watch repairs done promptly and warranted. Address orders to

Paul Granzin,
112 Carondelet street, New Orleans.
Feb. 16ly

GOOD WATCHES
AT OLD PRICES.

AS THE SOLE AGENTS in the United States for the LIVERPOOL WATCH CO., we are authorized by them to close out a large line of European Watches, Chains, etc., now in stock, for Cash, at prices never before known. All beautiful in finish, artistic in design, reliable or accurate time, durable, and of the latest style. Every Watch will be retailed at less than cost of importation, and forwarded securely packed, prepaid, to any part of the country on receipt of price. Money can be sent to us by Express, with orders for Express Co. to return Goods or Cash, which will secure promptness and safety to purchaser. Among our list will be found: A BEAUTIFUL ENGLISH SILVER, SOLID DOUBLE CASE WATCH, genuine English full plate jeweled movements, adjusted regulator, steel cut hands, engine turn, correct and serviceable article, large or small size in complete running order, with an elegant Gent's Vest Chain, Locket and key, all complete, mailed free for FIVE DOLLARS.

A VERY HANDSOME WATCH in fine 18 karat Gold plated Double Cases—imitation of \$100 Gold Watch—engraved or plain, genuine English, full plate jeweled movements, adjusted regulator, correct, and in complete running order with elegant Gent's Vest Chain, with Locket and Key, mailed pre-paid for only EIGHTEEN DOLLARS.

The Orde Gold Watch.
IN MASSIVE ORDE GOLD Double Hunting Magic Spring Cases, elegantly engraved, or engine turned, Genuine Patent Lever movements, full jeweled, regulated and warranted to keep correct time, and wear equal to Gold, precisely like in appearance, make, finish, brilliancy of color, \$900 Gold Watch. One of these splendid Watches will be forwarded by mail free to any address, in handsome morocco case, lined with velvet and satin, (Ladies' or Gent's size Watch,) for only TWELVE DOLLARS.

Watches for Holiday Presents manufactured to order.

GENUINE AMERICAN WATCHES of all grades, in Gold and Silver Cases, from \$18 up to \$300. Other Good Watches equally low. With every Club of six Watches, of any kind, we send one extra of same kind free, as a premium to get up of the Club. A superior stock of Genuine Orde Gold Chains, \$2 to \$6 each; warranted fully equal to Gold in brilliancy of color, year, etc. Bills of over \$12 collected on delivery, if desired. All Bills of \$12, and less, must be cash in P. O. Money Orders, or Registered Letters, at our risk. Goods carefully selected, packed and forwarded pre-paid by mail, or by Express, or receipt of price. Safe delivery of all goods guaranteed. Watches forwarded to be examined to parties known when express charges both ways are paid. No goods forwarded west of the Mississippi River, with bill to collect on delivery. Purchasers must pay all express charges on goods sent C. O. D.; also for return of money. All Cash orders forwarded free of charges to destination. Catalogues Free. Address all orders.

CHAS. P. NORTON & CO.,
Importers of Watches, etc.
Established 1857. 86 Nassau St., N. Y. No. 34-1f.

GROCERIES, PRODUCE &c.
A. H. WHITE, L. C. RICHARDS, F. H. WAY.
WHOLESALE GROCERS
SUSSEX ST. AND VILLERS, No. 239.

ALWAYS ON HAND
Choice Groceries, Coffee, Tea, Provisions,
Wines and Liquors.
AND
Plantation Supplies
Orders promptly attended to.

P. A. ETHELL,
MERCHANDISE, FLOUR
PROVISION BROKER,
105...POYDRAS STREET...105
W. J. TAYLOR...JOHN M. BURKE
Soleman.

W. H. MARKHAM, C. W. BURT,
St. Louis, New Orleans.

MARKHAM & BURT,
Importers and Jobbers of
HARDWARE,
100...GRAVIER STREET...109
NEW ORLEANS.

G. CASHENAVE,
UNDERTAKER
68 Bourbon Street
NEW ORLEANS.

CARRIAGES FOR HIRE.

DRY GOODS, CLOTHING &c

JOSEPH H. WILSON'S

DRY GOODS
EMPORIUM,
163...CANAL STREET...163

FIRST FLOOR:
DRY GOODS, GENTS FURNISHING GOODS,

SECOND FLOOR:
LADIES ROOM FOR SHAWLS, CLOAKS AND WRAPS.

THIRD FLOOR:
CARPETS, MATTING AND RUGS.

A visit to the store will repay any persons wishing to buy cheap and elegant goods.

B. T. Walshe.
110...CANAL STREET...101
Near St. Charles,
NEW ORLEANS, LA.

MEN'S AND BOYS' SHIRTS.
(OF HIS OWN MAKE)

BOYS AND CHILDREN'S CLOTHING.

MEN'S AND BOYS' SHIRTS MADE TO ORDER

Every Article Marked in Plain Figures.

Goods sold on "one price" system, and any article purchased which fails to give satisfaction can be returned and the money will be refunded.

Moderate Prices and Fresh Stock to select from are some of the inducements offered at

B. T. WALSHE'S
PREMIUM SHIRT AND CLOTHING EMPORIUM
110 Canal St., near St. Charles,
New Orleans.

N. B.—Letter Orders receive prompt attention and filled C. O. D. if desired.

MILLINERY STORES.

MRS. A. M. PARRISH
FIRST PREMIUM
Shirt Maker
No. 221 CANAL STREET,
New Orleans, La.

Particular attention paid to the manufacture of Gents' Under-clothing; also Base Ball Club and Firemen's Uniforms made to order.

BRANCH OF THE NEW YORK Emporium of Fashion
FOR LADIES.
Represented by Mrs. A. Goodale and Mrs. K. E. Lincoln.

FURNISHING GOODS
OF ALL KINDS, FROM
HEAD DRESS
TO HOSIERY.
SUITS IN GREAT VARIETY.

Wrappers Single or Double, Under-clothing of every description, Night Dress, Trill and Walking Skirts, Chemise, Drawers, Sacks, Over Skirts, Aprons, &c.

Orders taken for wedding Outfits, Children and Infants Wardrobes, Suits and Dresses in the Latest Styles, and supplied at short notice.

The TRADE supplied at New York prices.

Sample Room, No. 221 Canal St.,
AT MRS. A. M. PARRISH'S
FIRST PREMIUM SHIRT MANUFACTORY

Orders respectfully solicited.
Mrs. A. GOODALE,
Mrs. K. E. LINCOLN.

GEORGE HITE:
Lock-Smith & Bell-Hanger
IRON RAILINGS FIFTE 17,
Iron Safes repaired!
204, COMMON STREET,
NEW ORLEANS.

Presses repaired, Bells and Gongs
Houses, Ships and Steamboats Fitted up