WIDDER GREENE'S LAST WORDS.

"I'm goin' to die," says the Widder Greene,
"I'm goin' to quit this airthly scene;
It ain't no place for me to stay
In such a world as 'tis to-day.
Such works and ways is too much for me,
Nobody can't let nobody be,
The girls is flounced from top to toe,
And that's the hull o' what they know.
The men is mad on bonds an' stocks,
Swearin' an' shootin' and pickin' locks.
I'm real afraid I'll be hanged myself
Ef I ain't laid on my final shelf.
There ain't a cretur but knows to-day
I never was lunatic any way,
But since crazy folks all go free
I'm dreadful afraid they'll hang up me?
There's another thing that's pesky hard—
I can't go into a neighbor's yard
To say 'How be you?' or borry a pin,
But what the paper'll have it in:
'We're pleased to say the Widder Greene
Took dinner a Tuesday with Mrs. Keene.'
Or, 'Our worthy friend Mrs. Greene's gone
Down to Barkhamstead to see her son.'
Great Jerusalem! can't I stir
Without a-raisin' some feller's fur?
There ain't no privacy, so to say,
No more than if this was judgment day.
And as for meetin'—I want to swear
Every time I put my head in there;
Why, even 'Old Hundred's' spiled and done,
Like everything else under the sun;
It used to be so solemn and slow,
'Praise to the Lord from men below,'
Now it goes like a gallopin' steer,
High diddle diddle! there and here.
No respect to the Lord above
No more'n of He was hand and glove
With all the creturs He ever made,
And all the jigs that was ever played.
Preachin' too—but here I'm dumb—
But I tell you what! I'd like it some
If good old Parson Nathan Strong
Out o' his grave would come along,
An' give us a stirrin' taste o' fire
Judgment and justice is my desire.
'Taint all love an' sickish sweet
That makes this world or t'other complete.
But law! I'm old! I'd better be dead
When the world's a turning over my head;
Sperits talkin' like tarnal fools,
Bibles kicked out o' deestrict schools,
Crazy creturs a-murderin' round—
Honest folks better be under the ground.
So fare-ye-well! this airthly scene
No more'll be pestered by Widder Greene."
—Baltimore Sun.

THE HOUSTON ROUTE.

Letter from the Vice President of the New Orleans and Houston Railroad.

NEW ORLEANS, May 30, 1877.

Judge J. F. Crosby, Vice President New Orleans and Houston Railroad Company, Houston, Texas:

Dear Sir—On Friday last, the 25th inst., the question of a tax of five mills for Mr. Wheelock's railroad was submitted to popular vote, and was beaten by two to one against its levy.

Your letter received some time since, introducing me to your presiden , then on a visit to our city, reached me too late. A number of gentlemen and myself called at the St. Charles Hotel, to find that he had left.

Now, sir, we are all anxious for a road to your great State, but we desire the cheapest and most inviting route thither. Your road, to my mind, is decidedly the most inviting and the most promising, so far as my investigations have extended. Will you oblige me with the following needed information:

1. What is now being done by your company in furtherance of an all-rail connection between this city and Houston?

2. Does Mr. Morgan wish to farther this all-rail connection, or does he appear not to desire the same?

3. How does this road progress, or is work on the gap interrupted?

Please write me any other interesting facts, including distance of line to be built, cost of perfecting same, and all other matters germain to this subject. I desire to have your letter published for the general information of our public touching this great need.

Requesting an early and full reply, I am very truly yours, C. H. TEBAULT, M. D.,
Pres. Real Estate and Taxpayers Union.

HOUSTON, TEXAS, June 4, 1877.

C. H. Tebault, M. D., New Orleans:

Dear Sir—Accept my thanks for your favor of the 30th ult. Having been for years past a close and deeply interested observer (because of the urgent demand therefor, and certain advantages not only to New Orleans, but to Central, Western and Coast Texas, to flow therefrom) of the course of events transpiring in your city, as connected with the subject of railway connection with Texas, I was not unadvised of the result of the recent election to which you refer. I trust that the result may tend toward uniting public sentiment in your city as to the necessity for closing the insignificant gap (in view of the vast benefits thereby assured) between the present terminus of the Louisiana road—the New Orleans and Texas railroad—and Orange, on the Sabine, the present terminus of the Texas and New Orleans.

According to my information this gap to be filled is about 150 miles, with considerably more than half the grading done, and as regards the difficulties of construction to be encountered it is perhaps sufficient to mention that I have in my possession the report of the original survey made of this line through Louisiana in 1860-61, showing a maximum graduation of 13 (thirteen) feet, and a like curvature of 2 (two) degrees. From all I can learn this work could be accomplished exceedingly rapidly, as well as economically, from the fact that all timber required for cross-ties, piling, bridging and construction in general, is obtainable at low prices and in unlimited supply along the line of road. The completion of this unfinished gap would bring New Orleans to a connection at Houston with nine lines of railway, reaching to Red River in the north, Austin and San Antonio in the west, Columbia in the southwest, Galveston in the south and the Neches and Sabine rivers (navigable for from 300 to 400 miles above this line) in the east. It is estimated by one of the ablest and most experienced railway managers of this city that had this connection been made during the past season there would have been shipped over it to New Orleans not less than 150,000 bales of cotton, from one to two millions of bushels of wheat and other grain, one hundred thousand head of beeves and other live stock, to say nothing of hides, wool, and other Texan products.

Without regard to the additions to the general commerce of New Orleans that this connection would insure, have you ever thought of the vast saving to your people which would be thus realized in the article of fresh meat alone? My own judgment is, that the saving in the prime cost of fresh beef—not estimating the superiority of quality over that supplied by sea shipments—would, within a single decade, reach an amount sufficient to cover the cost of building the intervening mentioned gap.

With the San Antonio road, now complete from this point, New Orleans would certainly receive, in addition to a large proportion of the trade of Central, Southern and Western Texas, the bulk of that of Northern Mexico, which now flows into other channels.

It is, perhaps, needless to essay a calculation of the many and valuable commercial advantages which must result to New Orleans on the one hand, and to the people of Texas by the increase of transportation facilities and the bringing within their convenient reach a favored market for barter and sale on the other. These are questions more properly pertaining to the consideration of the experienced and practical merchant.

I have no disposition to urge aught against the completion of the proposed "New Orleans and Pacific Railroad," in which I observe that so many of your eminent and enterprising citizens are engaged, even were I so vain as to suppose that any voice or pen could be made influential in that direction. I refer to that enterprise only because of the apparent impossibility—in the present depressed financial condition—of organizing the necessary capital for the construction of both lines; and in this view, the merits of the respective lines are proper subjects of discussion, and especially interesting to those who are asked to put their money into the one or the ther.

In point of economy and rapidity of construction, connecting facilities after completion—embracing in this calculation the area of territory drained by these connections at Houston—and the important fact that there would exist comparatively no rivalry or competition, surely point to this line as combining indisputable advantages over that of the "New Orleans and Pacific."

The moment a connection is made over that route with its only connecting link in Texas, the Texas and Pacific, irreconcilable competition would be inaugurated on the part of all the lines from the North of Texas to the coast section; this perhaps would result in very low rates to and from New Orleans over the New Orleans and Pacific, and to and from Galveston over the Texas lines, and thus measurably prove beneficial to the commerce of these cities and the people of the interior. But how long could the railways carry such a load? and how prompt would be the interest and dividend payments to those who are urged to invest in the project?

Connecting at Houston, you have no such ruinous competition to fear, but you have sufficiently cheap freights and travel guaranteed, by a competing, splendidly organized and ably managed, steamship line—Morgan's. But you also have the friendship and co-operation of all, or nearly all, the railways having their terminus here. In short, it brings you in direct practical and traffic connection with over 1500 miles of railroad traversing this empire State in all directions. The idea may seem chimerical, but I am not alone in the conviction that the time is not distant when the necessities of travel and trade between your city, Texas and Mexico—to be followed by that of the Pacific slope—will afford abundant transportation for both steamships and a first-class railroad.

You may have observed that an organization has been recently had, and a charter secured from the State, for the construction of a railroad from Austin eastwardly to the 103d degree of longitude, at which point it is proposed to intersect any line which may be built across the continent on or near the 32d parallel of latitude.

In my judgment the Gulf and South Atlantic coast representation in Congress should and will demand greater facilities for commerce and more direct communication than is offered by any plan for a Pacific railway now extant. The general direction and the immediate advantages to the entire Southern Coast, may be seen by a glance over the accompanying map. Between New Orleans and Austin, a distance of 500 miles, or between New Orleans and San Antonio, a distance of 550 miles, there are but about 150 miles to be built in Louisiana to complete the line, and to connect either of the latter points by rail with the Southern Pacific Railroad of California (now reported as under contract for 140 miles to the eastward of its present terminus, Fort Yuma), it is believed that but little more than one-half the government aid now asked for another line is required. To New Orleans, Galveston and other ports of the South, the importance of this line is scarcely susceptible of exageration. The advantages of a genial climate; of uniformity of grade, extent of habitable country, development of mineral wealth along its course, and vast saving in distance, would unquestionably render it the most favored of all transcontinental lines of railway. The traffic to and for the Pacific, instead of being confined to one or two Northern ports, would thus find its outlet and inlet at any of the dozen or so Southern ports, over a much lessened distance, and of course at a much less cost.

This interesting subject might be truthfully and more forcibly elaborated did time admit. I must, however, content myself with briefly answering the queries contained in yours:

1. The company controlling this line is altogether different from that of the New Orleans and Texas Railroad Company, though some of its principal stockholders are also largely interested in the latter. My official relations are therefore confined exclusively to this road, and I am at present unadvised beyond the fact that that company are extremely anxious and are earnestly seeking to devise some plan for the immediate completion of their line. In this connection I have taken the liberty to forward yours for the perusal of interested parties in the North.

2. I am wholly ignorant of Mr. Morgan's views and designs, but I have been taught for many years to entertain so high a regard for his sagacity, foresight and enterprise, that I cannot believe, whatever may have been his past views and determination, that he will now seek to check the *inevitable*.

3. This can be answered more intelligently by the company's agent in New Orleans.

In this connection, it is further not out of place to consider the advantages which would result to both New Orleans and Houston in becoming distributing points for the large immigration pouring into Texas. A large proportion of the foreign emigration now landing at Northern ports, and coming hitherward two thousand miles by rail, would seek New Orleans as a landing point.

Very respectfully,
J. F. CROSBY.

SHALL THE EX-JUDGES MAKE RESTITUTION?

Editor Democrat—The usurpatory Legislature, by act "approved February 27, 1871," audaciously essayed to change the sovereign law of the commonwealth, so as to give $2500 a year to each Supreme Judge, in addition to the salary fixed in the constitution. With scrupulous fidelity to the statute each judge took the lucre, thus giving us a virtual decision of the highest tribunal that the said statute is constitutional. Some respected members of the bar seem to think the payment lawful and the money gone beyond recovery?

I beg leave to offer a few reasons for thinking this position entirely untenable. The following extracts from our State constitution lie at the basis of the matter:

Art. 57. "The Governor shall receive a salary of $8000 per annum, payable quarterly on his own warrant."

Art. 58. "The Lieutenant Governor shall receive a salary of $3000 per annum, payable quarterly on his own warrant."

Art. 71. "The Treasurer and the Auditor shall receive a salary of $5000 per annum each. The Secretary of State shall receive a salary of $3000 per annum."

Art. 75. " * * * The Chief Justice shall receive a salary of $7500, and each of the Associate Justices a salary of $7000 annually, payable quarterly on their own warrants." * * *

Art. 84. "Each of said (district) judges shall receive a salary, which shall not be increased or diminished during his term of office, and shall never be less than $5000." * * *

Art. 92. " * * * He (the Attorney General) shall receive a salary of $5000 per annum, payable quarterly on his own warrant. * * * He (the District Attorney of each district) shall receive a salary of $1500, payable quarterly on his own warrant." * * *

Art. 39. "The members of the General Assembly shall receive from the public treasury a compensation for their services, which shall be eight dollars per day during their attendance, going to and returning from the sessions of their respective houses. This compensation may be increased or diminished by law, but no alteration shall take effect during the period of service of the members of the House of Representatives by which such alteration shall have been made."

With these provisions before them, and under an oath to support and carry them out, the legislative agents and subjects of the commonwealth enacted in Statute No. 36 of 1871, under the title of "an act to fix the salaries of the Chief Justice and Associate Justices of the Supreme Court," that from and after January 1, 1871, "the salary of the Chief Justice of the Supreme Court shall be $10,000 per annum, and of each Associate Justice of said court $9500 per annum, payable quarterly on their own warrants respectively." The names of George W. Carter, Speaker; Oscar J. Dunn, Lieutenant Governor, and Henry C. Warmoth, Governor, are affixed to the act.

We see, then, that the people have declared in their constitution that the Governor shall receive a salary of $8000 per annum; the Lieutenant Governor a salary of $3000 per annum; the Chief Justice a salary of $7500, and each of the Associate Justices a salary of $7000 annually; the Attorney General a salary of $5000 per annum, and the District Attorney a salary of $1500.

In each of these cases "the salary" is "payable quarterly" on the officer's "own warrant."

The peculiarities of the provisions as to the District Judges and the legislators will be hereafter noticed. At present I merely treat the question—whether, after the commonwealth has, in its constitution of government, declared what "salaries" these officers "shall receive," the said governmental agency, or any part thereof, can, without referring to the people for a change of their expressed will, increase any or all of said salaries; e. g., can the present Legislature establish the following salaries, some of which are not equal to the merits—even if they are to the wishes and needs—of the functionaries mentioned:

For the Governor	$15,000
" Lieutenant Governor	7,500
" Chief Justice	10 000
For each Associate Justice	9,500
For the Attorney General	8,000
For each Disrrict Attorney	4,000

Now I want to know if any lawyer can say—in view of the above provisions of the constitution—that a statute establishing these salaries would be constitutional? "Thus far shalt thou go and no farther," is not added to any one of these provisions.

In the articles quoted from, there are specific directions to the Legislature, every member of which is sworn to observe them. For instance, here is the command that "the Chief Justice shall receive a salary of $7500 annually."

This evidence of what the sovereign made up its mind to do on the subject will stand as long as the constitution is unchanged. Only that sovereign has the right to make a change. The temporary or ephemeral agency spoken into being by that sovereign's breath surely cannot do it. It has no right to assume or consider any reason for such change. Where the sovereign has covered the subject so completely that the agent lacks nothing to enable him to effect the sovereign's purpose, and no discretion is given, the matter seems absolutely closed. No agent or servant can raise any question that all presumptions do not rebut, and construction, if any be needed, is always in favor of the sovereign as against the grantee.

And this subject is not involved in the well-known principle that the general delegation of legislative power, without specifications, would give authority to do all that is legislative, and not prohibited; for the reason that the people have dealt with the matter and covered it completely with express commands. *Expressio unius est exclusio alterius.*

The ordinary principles of agency seem ample for the subject, and they would show the statute to be *ultra vires* and null.

It seems like trifling with the matter to say that because the sovereign did not prohibit other action, therefore other action is within the Legislature's discretion. This is like letting ferocious animals out of a pen to do universal mischief. The sole object of a constitution is to harness and utilize power which, if unrestrained and arbitrary, tends to evil-doing and public harm, as well as to destruction of institutional liberty. It should seem to be supererogatory, after ordaining a specific power or command, to declare that it must be obeyed, and not violated, or transcended, or changed. No presumption favors such a need.

Strength to this contention comes from the fact that the articles, as to the legislators and the District Judges, actually give power to the Legislature to fix or change their salaries "by law," while no such power is given in the cases under discussion.

It is well, moreover, to mention, for what it is worth, that the commonwealth retrospected its fixation of the Supreme Judges' salaries, and still forbore to give legislative authority on the subject, and prohibited them from doing other than judicial duties, and "from receiving any fees of office or other compensation than their salaries for any official duties performed by them." (See art. 82.)

The gentlemen of the bar who think the statute in question valid must of course consider that, *pro tanto*, it repealed the constitution. What is the present legal character then of the salaries of the Supreme Judges? Is it constitutional or statutory? If the latter, as the present legislature seems, by its enactment of the former salaries, to assume, it is no longer consecrated, and the people can reach the said salaries with retrenching hand.

In conclusion, it seems an absurdity to say that, unless the people expressly forbid it, any subject can be brought down out of the constitution and subjected to legislative reform.

Should not these debtors to the State be sued and compelled to make defence, be it prescription or what not, and should not our own court stamp the defense as right or wrong?

And if, as is said, the Attorney General's office is overburdened with work and unable to attend to all the suits and prosecutions needed in this extraordinary crisis and change of things, why should not an association of lawyers aid? Shall public justice fail, and great loss be incurred, for want of patriotic and public spirited help from the bar? Respectfully, B. J. S.

J. R. Walker, D. D. S., 180 Delord street.

Hats, hats, hats of every style to be had at C. O. D. Hat Store, 26 St. Charles street.

The Singer is the only sewing machine unscrupulous men have ever attempted to imitate. What better proof is wanted of its superiority Office, 91 Canal street.

"Darling Speak to Me Again" is the title of a new ballad for sale by Philip Werlein, dealer in music and musical instruments, Nos. 78, 80, 82 and 90 Baronne street.

We are indebted to A. P. Harrington, the genial bookseller and stationer, of 118 Canal street, for Harper's Weekly and Monthly. The Monthly, particularly, is full of interesting matter and fine engravings.

SUMMER CLOTHING.—Messrs. Wheeler & Pierson, Nos. 13 and 15 Camp street, have just received a lot of new summer goods which they are off ring at low prices, consisting of black alpaca frocks and sacks, new French diagonal frocks and vests, youth's black diagonal coats from $8 to $12, white duck vests from $1 to $3 50. Cheap suits, and new bows, scarfs and collars at greatly reduced prices.

THE BANKRUPT STOCK.—The ladies must not forget that the large stock of goods from Ellison, Boardman & Co., New York, is being offered very cheap. Embroideries, fans, parasols, lace novelties for neck wear, ladies underwear, hosiery, linen towels, handkerchiefs, in fact everything in their line can be had at a very low price at the depot, 141 Canal street.

JUDICIAL ADVERTISEMENTS.

AUCTION SALES.

By Hoey Macon & O'Connor.

DOUBLE AND SINGLE COTTAGES AT AUCTION,
IN THE FOURTH DISTRICT.
Succession of Mary Staub, wife of John A. Michel.
Second District Court, parish of Orleans No. 39,417.

BY HOEY, MACON & O'CONNOR—Nicholas J. Hoey, Auctioneer—Office No. 11 Carondelet street—SATURDAY, June 30, 1877, at 12 o'clock m., at the St. Charles Auction Exchange, on St. Charles street, by virtue of an order of the Honorable the Second District Court for the parish of Orleans, dated 22d May, 1877, will be sold by public auction, the following described property, to wit:

1. A LOT OF GROUND in the Fourth District of this city, in the square bounded by Laurel, Annunciation, Josephine and Jackson streets, measuring 31 feet 11½ inches front on Laurel street by 159 feet 9 inches in depth between parallel lines, together with all the buildings and improvements thereon, comprising a double one-story frame cottage, kitchen, etc., known as No. 92 Laurel street.

2. A LOT OF GROUND in the Fourth District of this city, in the square bounded by Laurel, Annunciation, Seventh and Eighth streets, designated as Lot No. 5, and measuring 31 feet 3 inches front on Annunciation street by 110 feet in depth, together with all the buildings and improvements thereon, comprising a single one-story frame cottage.

Terms of Sale—Cash, and purchasers to assume payment of all taxes of this year, 1877, payable in 1878.

Acts of sale at the expense of the purchasers before John F. Coffey, Esq., notary public.

my24 28 je3 10 17 24 30

AUCTION SALES.

By Nash & Hodgson.

TEN SHARES CAPITAL STOCK LA VARIETIES ASSOCIATION.
For Account of Whom it May Concern.

BY NASH & HODGSON—W. L. HODGSON, Auctioneer—Office, No. 13 Carondelet street. On WEDNESDAY, June 20, 1877, at 12 o'clock m., at the St. Charles Auction Exchange, will be sold—

TEN SHARES (more or less) of the Capital Stock of La Varieties Association, on which assessments are now past due and unpaid, said stock being subject to all past due assessments before being transferable on the books, in accordance with article 3 of the amended charter of the Association.

Terms—Cash on transfer.

je13 td

TAX NOTICES.

SPECIAL NOTICE.

OFFICE STATE TAX COLLECTOR,
Fourth District, 241 Josephine street,
New Orleans, June 14, 1877.

All parties, residents of the Fourth District, parish of Orleans, who have not secured licenses for their respective trades, professions, etc., for the year 1877, are hereby notified to do so on or before the THIRD DAY OF JULY next, or subject themselves to the penalties required by law. See act 96, sections 51 and 96, extra session, 1877.

R. C. BOND,
State Tax Collector, Fourth District.

je14 1w

SPECIAL NOTICE.

OFFICE STATE TAX COLLECTOR,
Fifth District, Algiers,
April 19, 1877.

All persons within the limits of the Fifth District owing license and capital tax are hereby notified that the office for the collection of said taxes is now open at the corner of Seguin and Patterson streets, Algiers.

M. J. BARRETT,
ap19 tf State Tax Collector.

MUNICIPAL ADVERTISEMENTS.

PROPOSALS.

DEP'T WATERWORKS AND PUBLIC BUILDINGS,
Room No. 23 City Hall,
New Orleans, June 15, 1877.

Proposals will be received by the undersigned till WEDNESDAY, June 20, 1877, at 12 m., for building a new HARBOR POLICE STATION adjoining the Canal street Ferry Landing, lower side, according to plans and specifications on file in the office of the City Surveyor.

The city reserves the right to reject any and all bids.

All parties making proposals for this work are required to deposit with the Administrator of Finance, as evidence of their intention to abide by the adjudication, the amount of $100 in cash, which shall be forfeited to the city in case of failure to sign the contract.

Bidders to whom contract is not awarded shall have their deposits returned to them on the day adjudication is made.

No bids received unless accompanied by certificate of the Administrator of Finance that deposit has been made.

Proposals to be indorsed "Proposals for the Building of Harbor Police Station."

JAMES D. EDWARDS,
Administrator of Waterworks and Public Buildings. je15td

SEALED PROPOSALS.

DEPARTMENT OF IMPROVEMENTS,
Room No. 16, City Hall,
New Orleans, June 13, 1877.

Sealed proposals will be received at this office until TUESDAY, June 19, at 12 o'clock m., for the performance of the contracts specified in ordinance No. 3982, Administration Series, and herein made part of this notice.

Specifications for the various contracts are now on file and can be examined daily at the office of the City Surveyor.

JOHN McCAFFREY,
Administrator.

MAYORALTY OF NEW ORLEANS,
City Hall, June 12, 1877.

[No. 3982—Administration Series.]

Resolved, That the Administrator of Improvements be and he is hereby instructed to advertise that he will receive sealed proposals until Tuesday, June 19, at 12 m., for the following work:

1. The contract for repairing and keeping in repair, for the term of two years, the paved and unpaved streets, cleaning of all gutters and streets, removal of all garbage and offal, etc., in the city; the said contract to be sold in sections, as follows:

First section—All that portion of the city known as the First District.

Second section—All that portion of the city known as the Second District.

Third section—All that portion of the city known as the Third District.

Fourth section—All that portion of the city known as the Fourth District.

Fifth section—All that portion of the city known as the Fifth District, or Algiers.

Sixth section—All that portion of the city known as the Sixth District.

Seventh section—All that portion of the city known as the Seventh District.

2. The contract for repairing and keeping in repair for the term of two years the wooden, stone and iron street bridges, wings and crossings through the city, to be sold in sections as follows:

First section—All that portion of the city known as the First District.

Second section—All that portion of the city known as the Second District.

Third section—All that portion of the city known as the Third District.

Fourth section—All that portion of the city known as the Fourth District.

Fifth section—All that portion of the city known as the Fifth District, or Algiers.

Sixth section—All that portion of the city known as the Sixth District.

Seventh section—All that portion of the city known as the Seventh District.

3. The contract for repairing and keeping in repair, for the term of two years, all of the shell and ballast roads of the city, to be sold in two sections.

First section—All that portion of the city above the centre of Canal street, comprising the First, Fourth, Sixth and Seventh Districts.

Second section—All that portion of the city below the centre of Canal street, comprising the Second and Third Districts.

It is well understood that the contractors for any of the above contracts have nothing to do with repairing any of the streets or bridges that any of the city railroads are under contract to keep in repair.

4. The contract for repairing and keeping in repair and running the draining machines of the city for the term of two years, they to be sold as follows:

First—The Dublin Avenue and Melpomene machines to comprise the first section, and to be sold together.

Second—The Bienville machine to comprise the second section.

Third—The London Avenue machine to comprise the third section.

Specifications for all the above work to be furnished by the City Surveyor, and to be approved by the City Council. The work to be under the direct control of the Administrator of Improvements, assisted by the City Surveyor, subject to such rules and regulations as may be adopted by the City Council.

All parties making proposals for the above contract are required to deposit with the Administrator of Finance, as evidence of their intention to abide by the adjudications, the amount of five hundred dollars in cash, which shall be forfeited to the city in case of failure to sign the contract. Bidders to whom the contracts are not awarded shall have their deposits returned to them on the day the adjudications are made. No bid will be received unless accompanied by the certificate of the Administrator of Finance, certifying that the required cash deposit has been made.

It is well understood that the contractors shall take charge of the different sections that may be awarded to them on the first of July, 1877.

Be it further resolved, That persons to whom contracts may be awarded shall give good and solvent security, to the satisfaction of the City Council, in the sum of five thousand dollars for each and every section that may be awarded to them.

Be it further resolved, That all ordinances and parts of ordinances conflicting with this ordinance be and the same are hereby repealed.

Be it further resolved, That this ordinance takes effect from and after its passage.

Adopted by the Council of the city of New Orleans, June 5, 1877.

Yeas—Brown, Cavanac, Denis, Diamond—4.
Nays—Edwards, McCaffrey, Rengstorff—3.

ED. PILSBURY, Mayor.

A true copy:
THOS. G. RAPIER, Secretary.

NOTICE

TO DELINQUENT TAXPAYERS OF 1877.

DEPARTMENT OF FINANCE,
City Hall, New Orleans, June 8, 1877.

The list of delinquent taxes for 1877 is now being prepared for publication.

All persons interested are respectfully notified that the city taxes of 1877 will be for a short time received at this office without costs.

je8 tje20 J. C. DENIS, Administrator.

POUND NOTICE NO. 15.

DEPARTMENT OF POLICE,
Administrator's Office,
New Orleans, June 15, 1877.

WAS BROUGHT TO THE SIXTH DISTRICT Pound, on Jersey street, between Bordeaux and Valence, on the thirteenth day of June, 1877, one LOAN MARE, about 14 hands high, one hind foot white, which, if not claimed within five days, and expenses thereon paid, will be sold at public auction, at said pound, on FRIDAY, June 22, 1877.

By order of ROBT. E. DIAMOND,
je16 7t Administrator.

DR. FARRIS,

A REGULARLY EDUCATED PHYSICIAN, Continues to give his ENTIRE ATTENTION to the treatment of venereal and private diseases. Recent cases cured in a short time. Long standing constitutional ailments are treated with unparalleled success. Spermatorrhœa, Seminal Weakness or Nervous Debility and Impotency, as the result of evil habits in youth or excesses, which produce some of the following effects: Aversion to society, blotches, debility, despondency, dizziness, nervousness, dimness of sight, cough, constipation, confusion of ideas, and unfitting the victim for business or marriage, are speedily cured. A physician who confines himself exclusively to the treatment of a certain class of diseases must possess great skill in that specialty. A medical pamphlet for two stamps. Medicines supplied. Consultation free. Cures guaranteed. Hours: 9 a. m. to 7 p. m.; Sundays from 7 a. m. to 1 p. m. Office No. 24 Exchange Place, between Canal and Customhouse.

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INSURANCE.

MERCHANTS' MUTUAL INSURANCE COMPANY OF NEW ORLEANS,
104.....Canal Street.....104

TWENTY-THIRD ANNUAL STATEMENT.

In conformity with the requirements of their charter, the Company publish the following statement:

Premiums received during the year ending May 31, 1877, including unearned premiums of the previous year—

On Fire Risks		$361,296 52
On Marine Risks		24,473 93
On River Risks		25,679 37
Total Premiums		$411,449 82
Less Unearned Premiums		118,115 00
Net Earned Premiums May 31, 1877		$293,334 82
Losses paid—		
On Fire Risks	$117,867 98	
On Marine Risks	17,052 50	
On River Risks	3,596 77	
Taxes and expenses, less interest	28,693 38	
Reinsurances and Returned Premiums	16,104 03—	$183,314 66
Profit		$110,020 16

The Company have the following assets:

Real Estate	$289,079 49
City Bonds	110,419 50
Bank, Railroad and other Stocks and Mortgage Bonds	169 235 56
Notes secured by mortgage	214,042 06
Notes secured by pledge	42,307 97
Bills receivable	75,164 19
Premium in course of collection	49,087 93
Cash on hand	77,997 53
Total	$1,026,344 23

The above statement is a just, true and correct transcript from the books of the Company

PAUL FOURCHY, President.

G. W. NOTT, Secretary.

STATE OF LOUISIANA,
Parish of Orleans, City of New Orleans.

Sworn to and subscribed before me the seventh day of June, 1877. JAMES FAHEY,
Notary Public.

At a meeting of the Board of Directors, held on the seventh day of June, 1877, it was resolved to declare a cash dividend of twenty per cent on the net earned participating premiums for the year ending May 31, 1877, payable on the third Monday of July next.

Also, to pay to the Stockholders, on demand, interest at the rate of five per cent per annum on their stock.

DIRECTORS:

P. Maspero,	Hy. Beebe,
D. A. Chaffraix,	E. Toby,
P. Fourchy,	J. M. Allen,
S. Z. Relf,	M. W. Smith,
Charles Lafitte,	D. Fatjo,
J. J. Fernandez.	

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HIBERNIA INSURANCE COMPANY,
Office No. 37 Camp street.

JOHN HENDERSON, President.
P. IRWIN, Vice President.
THOS. F. BRAGG, Secretary.

Earnings	$198,033
Losses paid	73,298
Net profits	60,256

At an election held on Monday, the 7th instant, the following named gentlemen were chosen Directors of this Company to serve for the ensuing year:

P. Irwin,	John Henderson,
Thomas King,	John G. Ryan,
Thos. Gilmore,	W. J. Castell.
John T. Gibbons,	Jas. A. Girdner,
William Hart,	Emile Gauche,
David Jackson,	John H. Hanna,

F. J. Gasquet.

At a meeting of the Board, held May 14, JOHN HENDERSON, President, P. IRWIN, Vice President, and THOS. F. BRAGG, Secretary, were unanimously re-elected.

The Board declared out of the net profits of the Company for the past twelve months 10 per cent interest; also 2 per cent dividend on the paid up capital, and 20 per cent dividend on premiums paid by stockholders (making, with the rebate, 35 per cent on premiums). Said interest and dividends to be placed to the credit of the stock notes.

Interest and dividends on full paid stock payable in cash at the office of the Company on and after June 15 prox.

THOS. F. BRAGG, Secretary.
New Orleans, May 18, 1877. je3 1m

THE TWENTY-EIGHTH ANNUAL STATEMENT
—OF THE—
CRESCENT MUTUAL INSURANCE COMPANY.
NEW ORLEANS, May 19, 1877.

The Trustees, in conformity with amended charter, submit the following statement of the affairs of the company on the 30th of April, 1877:

Fire premiums	$188,068 51		
Marine premiums	29,315 95		
River premiums	81 924 35		
		$299,308 81	
Earned premiums, less reinsurance and return premiums		228,235 15	
Losses paid and estimated, including all known and unpaid, say:			
Fire losses	$67,335 60		
Marine losses	7,285 41		
River losses	25,510 20		
		$100,131 21	
Taxes, expenses, discount in lieu of participation, etc.	$51,892 58		
Less rents, salvage savings, etc.	11,766 72		
	$40,125 86	$148,257 07	
Gross profits		$87,978 08	

Of which $56,587 35 is appropriated to balance of interest and liquidation of doubtful assets.

The company have the following assets—

Bills receivable	$68,648 38	
Loans on Bonds and Mortgage	55,943 33	
		$ 124,591 70
Loans on call	$74,554 15	
Cash	63,846 71	
		$ 138,400 86
City Bonds		72,055 00
Bank and other Stocks		73,415 63
Real Estate		139,544 66
Premiums in course of Collection and Suspense Account		33,415 94
Total assets		$581,423 79

The above statement is a true and correct transcript from the books of the Company.

THOS. A. ADAMS, President.
HENRY V. OGDEN, Secretary.

Sworn to and subscribed before me this nineteenth day of May, 1877.

W. B. KLEINPETER,
Notary Public.

The Board of Trustees this day resolved, that after paying the annual dividend of TEN PER CENT Capital Stock of Company, that a dividend of TWENTY PER CENT in cash be paid on MONDAY, June 11, to those parties entitled to receive the same.

Thos. A. Adams,	Fred'k Camerden
Sam'l B. Newman,	J. L. Harris,
Sam'l H. Kennedy,	Andrew Stewart,
John Phelps,	Joseph Stone,
Adam Thomson,	George Martin,
Henry Abraham,	Alfred Moulton,
Victor Meyer,	L. C. Jurey,
Edward J. Gay,	Edward Nalle,
Joseph Bowling,	Geo. W. Sentell,
Simon Hernsheim,	A. Levi,
Simon Forcheimer,	Wm. H. Matthews,
Jos. B. Wolff,	Paul E. Mortimer,
R. B. Post,	John V. Moore,
Ed. Pilsbury,	W. B. Conger,
Jno. E. King,	Henry M. Preston.

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INSURANCE

ELEVENTH ANNUAL STATEMENT
—OF THE—
FACTORS' AND TRADERS'
INSURANCE COMPANY.
37.....CARONDELET STREET.....37

NEW ORLEANS, May 17, 1877.

The Trustees, in conformity with the charter of the Company, publish the following statement of its affairs for the fiscal year ending 30th April, 1877, to wit:

Premiums for the year—		
On fire risks	$329,593 60	
River risks	200 50 28	
Marine risks	37,223 31—	$567,767 19
Less—		
Unterminated premiums, 1877	89,330 00	
Return premiums	9,487 27—	98,815 27
Net earned premiums		$468,951 92
Losses paid, to wit:		
On fire risks	$100,297 27	
On river risks	104,669 49	
On marine risks	34,708 97—	239,675 73
Re-insurance		31,124 08
Rebate account		11,746 72
State and city taxes and licenses		25,122 70
N. O. Board of Underwriters		8,823 60
Gross general expenses		39,849 44— 356,417 27
Balance		$112,5[illegible]
Add interest and discount and savings received		88[illegible]
		$201,[illegible]
Less first semi-annual interest paid on Capital Stock, 5 per cent, and second now due, 5 per cent		100,000 00
Net profits		$101,142 95
Reserved to cover losses		23,000 00
Balance divided on net premiums, 1876-7		78,142 95

The Company have the following assets, to wit:

Cash on hand	$319,082 46
Accounts in course of collection	31,114 11
Bills receivable on pledge	465,537 60
Bills receivable for premiums	26,013 79
Bank and other stocks	203,528 16
City, State and other Bonds	148,122 23
Bonds of Masonic Grand Lodge of Louisiana	5,000 00
Bonds of Odd Fellows' Hall Association	5,000 00
Bonds of Association for the Relief of Jewish Widows and Orphans	2,500 00
Real estate	77,010 31
Total	$1,282,908 66

The foregoing is a true and correct statement from the books of the company.

ED. A. PALFREY, President.
THOS. F. WALKER, Secretary.

STATE OF LOUISIANA,
Parish of Orleans, City of New Orleans.

Sworn to and subscribed before me this 19th day of May, 1877.

EDWARD IVY, Notary Public.

At a special meeting of the Board of Trustees held on the 17th inst., it was resolved to pay *on demand* a SECOND SEMI-ANNUAL INTEREST OF FIVE PER CENT to April 30, 1877, making 10 per cent per annum on the CAPITAL STOCK of the company ($1,000,000), and a cash dividend of TWENTY per cent to stockholders on the amount ($389,588 97) of their net participating premiums for the year ending April 30, 1877.

ED. A. PALFREY, President.
JOHN CHAFFE, Vice President.
THOS. F. WALKER, Secretary.

TRUSTEES.

John I. Noble,	T. Lytt, Lyon,
John Chaffe,	Samuel H. Boyd,
Richard Milliken,	Joseph McElroy,
J. I. Warren,	W. J. Behan,
R. T. Buckner,	B. F. Eshleman,
Samuel Friedlander,	Wm. C. Black,
A. A. Yates,	Cheri s Chaffe,
John I. Adams,	L. C. Jurey,
Isaac Scherck,	Wm. Hartwell,
R. M. Walmsley,	C. J. Leeds,
A. H. May,	A. T. Janin,
S. H. Snowden,	Joseph Bowling,

A. M. Bickham.

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