SOUTH AMERICAN COMMERCE.

The Petition of the Postal Committee for Louisiana to Congress.

The following is the text of the petition of the Postal Committee for Louisiana to Congress:

NEW ORLEANS, October, 1877.

To the Honorable the Members of the Senate of the United States, and the Members of the House of Representatives at Washington, D. C.:

The undersigned citizens and merchants of New Orleans, Louisiana, respectfully call your attention to the memorial of the Postal Convention, held in July, 1877, at Old Point Comfort, Virginia, inviting your consideration especially to the sixth clause thereof, recommending "the establishment of some substantial basis of mail contracts of steamship lines between Southern seaports and ports of South America, Central America and the West Indies."

We respectfully suggest that the advantages in favor of NEW ORLEANS AS THE SOUTHERN SEAPORT, from which a line of mail steamers should be established to convey the mails of the United States to the foreign ports south, are too well founded and numerous to need a recital of the conclusive arguments which can be offered.

The saving in distance, as compared with the New York route at present traversed by several of these mails, would amount to from eight hundred to one thousand miles, with a corresponding economizing of time of at least thirty-six hours.

The gulf route would avoid the greater dangers of the navigation of the Atlantic coast and would operate a saving to trade of at least a half of one per cent in insurance.

"The location of New Orleans at the confluence of over twenty thousand miles of navigable river makes it the natural *entrepot* and point of transhipment for the waterborne commerce between the interior West and the Atlantic and foreign markets."

We respectfully ask your consideration of the fact that the United States now possesses a trade with Brazil in American products or exports of only 4.67 against Great Britain's 31.47 of the same trade, and with Central American States a trade of 6.47 against 39.84 constituting Great Britain's proportion of trade with those States.

That New Orleans being nearer to these countries than the commercial ports of Great Britain, while New York is more distant, sufficiently indicates New Orleans as the better point to afford success in the competition against British commerce in these products, and to afford relief from the effects of the present overproduction, the consequences of which have been so recently manifested.

The reports of the United States Consuls at the foreign ports south indicate the cause of trade there being almost monopolized by Great Britain, as existing "in the greater facilities offered in steamship communication."

We therefore conclude with respectfully suggesting that these matters of national importance should be considered with a view to some early legislation and arrangement providing for the establishment of mail steamship service, with adequate compensation by the United States, from New Orleans to Vera Cruz, Kingston, Jamaica, Panama, Caraccas, LaGuayra, Truxillo, Trinidad, Para, Maranham, Pernambuco, Bahia and Rio Janeiro.

Most respectfully submitted for your earnest consideration.

T. TUPPER, J. A. AIKEN,
CHAS. CHAFFE, A. J. GORMILA,
C. L. WALKER, Postal Committee for Louisiana.

THE HABITS OF CUSTOM-HOUSES.

The Tariff a Failure—How it Injures New Orleans.

Editor Democrat—The present revenue laws of the United States are, with few exceptions, the ideas that were compiled and put into practical operation by Alexander Hamilton at the beginning of our national existence, in 1789. They were admirably adapted for the exigencies of that period, and for several decades worked smoothly and harmoniously. But unfortunately the world moves, and we move with it. From a feeble, poor and sparsely populated country we have become a powerful, rich and prosperous nation, and our intellectual and spiritual advance has been even greater than the material one. The country at large, its commerce, its ways of transacting business, its necessities and resources, have undergone a total change from what they were formerly. The system that was simply perfection itself in Washington's and Adams' days, has lagged behind the times, and has become obsolete, inadequate and inefficient. This sad truth has been suspected for a long time by the more clear-headed of our political economists, and public attention has often been called to it, but so difficult is it ordinarily to get the wheels of old-time travel out of the accustomed ruts, and so diversified and antagonistic are the interests of particular portions of our wide domain, that the unpalatable truth has up to now been quickly put aside and hid from public view. Yet it remains one of the sacred duties of the press to present and reiterate the truth on every possible occasion, however distasteful it may be, and thus finally educate the popular mind into a fit state of appreciation and a desire for improvement. If existing errors and abuses were never pointed out nothing but universal apathy and indifference would exist, and reform would simply become an intangible phantom.

THE TARIFF A FAILURE.

I found it impossible to repress these and similar reflections while reading some weeks ago the report of the investigating committee which gave its opinion on the New Orleans Custom-House and the mode of conducting it to the Secretary of the Treasury. The report was an honest and conscientious one, and contained a plain and unvarnished statement of existing abuses and imperfections, and suggestions—more or less practical and sensible—as to their correction and amelioration. Still, no man of average intelligence can fail, after reading it attentively, to come to the conclusion that our present system of raising revenue from import duties is a lamentable failure; that it encourages fraud and deceit, impedes commerce in an intolerable manner, and obtains for the government a comparatively small sum at an exorbitant expense. The main cause of this unpleasant state of affairs is the incredibly intricate and perplexing tariff of customs. As a colossal monument of inefficiency and failure it is *sui generis*, and stands without a rival. The present tariff flies directly in the face of every sound maxim of political economy, and discourages honest trading in all its features, while it invites and encourages dishonesty. Mere changes of officials can do no great good—the evil lies deep, and must be attacked at the roots. The most sweeping change of officials—from secretary down to the ordinary boatman and warehouse porter—would do no permanent good, as long as the false system itself remains in force. Change of *personnel* has been tried so often that at last the proverbial new broom fails to sweep clean, even for a few days. In the most easy and natural manner, and as a matter of course, new officers fall into the corrupt and slip-shod ways of their predecessors, till incompetency and ignorance have become the normal condition of nearly every custom-house in the country. This state of affairs has forced itself on the attention of the public at large for some years, and it is beginning at last to be believed that no sham pretense of civil service reform will ever do any earthly good.

The whole custom-house system will have to be swept away like chaff before the wind before the moral atmosphere of the country can be thoroughly purified. The feeling in favor of free trade is becoming so universal and so strong that it will be impossible for the old fogies of former times to resist it many years longer.

I look upon free trade as a panacea for most of the evils our body corporate is afflicted with; not that I regard a sudden and sweeping abolition of the present tariff as possible, or even advisable, but I advise such a simplification of it that the great temptation to fraud and dishonesty which exists at present is taken away, and the ever-recurring scandals that are inseparably connected with the collection of duties, made more scarce and less glaring. A change to a simpler and better system can and ought to be made gradually almost insensibly. England has passed through the same phases of bad laws, corruption, agitation, reform and final perfection that the United States will have to traverse, and furnishes an excellent example and precedent to us. Her laws formerly were, if possible, more intricate, barbarous, foolish and complicated than ours, and it required incessant agitation for generations before a more rational and sensible system of revenue was substituted. The present customs laws of Great Britain are simplicity itself. The revenue is mainly collected from four or five articles only, and still it amounts to an immense sum. The simplicity of the system carries with it a smaller and more efficient corps of officials, who are appointed and continued in office for merit and capacity only—entirely independent of their political opinions. Incompetency and dishonesty are almost unknown in the civil service of Great Britain.

INJURY TO NEW ORLEANS.

The United States collect duties on more than twenty-five hundred different articles. In many instances the rate of duty is almost prohibitory. The effect of this complicated and incomprehensible tariff has been to concentrate most of the import trade at a single port—New York—to the exclusion of nearly all other ports, and more particularly of New Orleans. This effect was probably not foreseen or designed by the founders of the republic, but nevertheless such has been the result. While a controlling portion of the export trade of the country has been transacted at this port, and fleets of ocean vessels depart from her wharves to the ports of all nations, scarcely any merchandise is imported here. The fleets of ocean craft that congregate here to carry off our cotton, tobacco, grain, flour and meats—the steamships of the Clyde and the Mersey, the clippers of Hamburg and Bremen, the barks of Norway, the brigs of Spain and Italy—come here almost invariably in ballast. They sail from their own ports with the merchandise of Europe to New York, disembark it there, and then come in ballast to the Crescent City, to seek a return load of cotton or grain. For this there must be a reason. This abnormal discrimination against the outlet of the great Mississippi valley must be capable of some explanation. It is caused by the peculiar features of the customs tariff that make importation into New Orleans a losing business, and have a quiet but potent tendency to concentrate it at New York.

BEAUTIES OF APPRAISEMENT.

One of the main features having this tendency is the prevailing mode of appraising merchandise, and the appointment of incompetent and corrupt men to the performance of this important duty. I do not refer to our local appraisers at New Orleans, but I do refer to New York and Chicago. An ignorant appraiser is liable to become the dupe of an unscrupulous importer, and is but too apt to follow the statements of the invoice, which is in most instances below the actual value. The law requires the invoice to state the market value of the goods at the time of exportation in the leading markets of the country from which the goods are exported, or, instead, the cost price of the goods, whichever is the higher. But it is susceptible of proof that among many importers, particularly in New York, it has become usual to have three different sets of invoices for each importation—one, the correct one, for the importer himself; another, much undervalued and certified by the Consul, for the Custom-House and the appraiser; and still another, much overvalued, for the inspection of customers and purchasers at the importer's warehouse and storeroom. Our investigating committee suspected this and called attention to it. It can be imagined how easily a government appraiser, appointed through political influence, and taken from the ranks of totally different occupations, or perhaps from genteel loaferdom, can be duped by sharp importers; how differing and greatly varying modes of appraisement will prevail at different ports; and how in process of time goods of particular classes are generally entered through particular and favorite ports. Merchants are not slow to learn where they can obtain advantage over each other, and a perusal of the published investigation of the New York Custom House will show at once why, for instance, nearly all of the dry goods import business of the country is transacted at that port, and why other lines of merchandise are up to this moment entered at interior custom-houses, where local appraisers place so low a valuation upon some kinds of goods that seaboard merchants find it profitable to have them entered and appraised at the inland port, and then transported back to their own cities.

It seems exceedingly difficult to correct an abuse prevailing in the customs department, even if it has been detected and pointed out. There seems to have been, under former administrations, no sincerity about the constant profession of a desire to reform. The practice fell always far short of the profession. Officials who really desired to correct abuses and do their full duty to their country, were commonly snubbed and got rid of. As an instance I will only point out the case of Special Treasury Agent S. D. Mills, one of the most efficient agents the department ever possessed. He was the first one to detect and point out the fraudulent coloring of sugar, to escape the duties of the higher classes of the Dutch standard. He detected this practice while stationed at San Francisco, where large amounts of Sandwich Island sugars were imported, all of them of high saccharine percentage, but artificially colored, so as to be below No. 7 Dutch standard. He immediately reported the facts to the department—then presided over by Secretary Bristow—and exerted himself to the utmost to break up the practice at that port. The consequences he might have foreseen. At the first convenient opportunity he was quietly shelved, and his services dispensed with. He is now at his home in Baltimore, chewing the cud of bitter fancies, and wondering why—even if England expects every man to do and *pay* his duty—America, on the contrary, expects her servants to shut their eyes and see and say nothing.

But this state of affairs will probably continue as long as the republic lasts. There seems to be no help for it. All we can do is to grin and bear it, and make the best of a bad case.

I desire, however, to repeat that free trade, instead of a complicated and impracticable customs tariff, would greatly benefit New Orleans, and bring to our wharves the

IMPORT TRADE OF THE COUNTRY.

It is astonishing that our community take so little interest in this important question. True, we are peculiarly situated with regard to protection or free trade. One of our main staples—sugar—meets to some extent with a little so-called protection and fostering care, and to that extent many of our citizens would be inclined to be protectionists, but it would be a short-sighted policy indeed that would sacrifice the great features of our commerce and the main chances of a large import trade to the narrow and perhaps misunderstood interests of a single staple. Perhaps the abolition of all import duties on sugar would not have the fatal effect on our local sugar interests that short-sighted people would be apt to apprehend. Free trade has never yet ruined any industry that was worth engaging in, but, on the contrary, has invigorated and benefited it in every instance.

I did intend, Mr. Editor, to point out in detail several items of manifest importance to our commercial community in the transaction of business at the New Orleans Custom-House, but I find that I have already transgressed the limits of an ordinary communication, and will therefore close for the present. F. HEIDERHOFF.

THE COLORADO ELECTION.

[Chicago Times.]

DENVER, Col., Oct. 6.—Unofficial returns from the State at large indicate that the woman suffrage amendment to the constitution is defeated, but received about forty per cent of the vote polled. Weed, the county seat of the Greeley colony, gave a majority for it.

Read Navra's invitation to the China Palace.

Offner's grand opening takes place Monday.

Buy your buggies and carriages from L. T. Maddux, 35 Carondelet street, near corner Gravier.

CHAS. LACOUME,
Wholesale and Retail Liquor Dealer,
53 ST. CHARLES STREET,
Near Gravier street, New Orleans, La.
Sole Agent
For Goldsborough, Forster & Co.'s celebrated BAKER RYE, and W. W. Johnson & Co.'s OLD KELLAR BOURBON. Both of above Whiskies are distilled expressly for C. LACOUME; also, have on hand numerous other brands of fine goods.
Bar, grocery and family trade supplied.
Also, proprietor of
St. Charles Bar and Billiard Rooms,
Under St. Charles Hotel.
BRANCH BARS,
1½ Carondelet street—1½ Bourbon street.
And dealer in all sorts of BILLIARD GOODS and TRIMMINGS. oct9 3m

CITY ORDINANCES—OFFICIAL.

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4159—Administration Series.]

Resolved, That the sum of $25,824 43 be and the same is hereby appropriated to pay the pay roll of the Crescent City Police for the month of September, 1877, and that the Administrator of Public Accounts warrant for the payment of the same, whenever there shall be money in the city treasury, to the credit of the appropriate fund, and not otherwise appropriated.

Adopted by the Council of the city of New Orleans, October 9, 1877.

Yeas—Brown, Cavanac, Diamond, Rengstorff—4.

Nay—McCaffrey—1.

ED. PILSBURY, Mayor.

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

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4160—Administration Series.]

An ordinance providing for the payment of the accounts therein named.

Be it ordained, That the following appropriations be and are hereby made, and that the Administrator of Public Accounts warrant on the Administrator of Finance in payment of the same:

Towboat Reliance and owners, for towing dredgeboat, approved	$10 00
Henry Weissenbach, for salary as doorman of the First Precinct Police Station for the month of May, 1877, omitted on pay roll, approved	40 00
Pay roll of Department of Improvements, for extra duty on Butler and Carondelet canals during the day and night of October 2, 1877	76 50
Canal street Ferry Company, for rebuilding tower on ferry-house, as per agreement	110 00
J. V. Guillotte, Clerk of the Sixth District Court, for costs in the suits of State of Louisiana ex rel. Samuel Jamison, and David Jamison vs. Board of Assessors, Nos. 9531 and 9532	30 10
Thos. H. Handy, Civil Sheriff, for costs in the suits of State of Louisiana ex rel. Samuel Jamison and David Jamison vs. Board of Assessors, Nos. 9531 and 9532, Sixth District Court	5 50
Total	$272 10

Adopted by the Council of the city of New Orleans, October 9, 1877.

ED. PILSBURY, Mayor.

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

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4161—Administration Series.]

Resolved, That the sum of $18 be and the same is hereby appropriated to the New Orleans Republican Printing Company, for subscription for nine months ending January 16, 1877, for City Attorney's office, and that the Administrator of Public Accounts warrant for the payment of the same whenever there shall be money in the city treasury to the credit of the proper found, out of the revenues of the year 1876, and not otherwise appropriated.

Adopted by the Council of the city of New Orleans, October 9, 1877.

ED. PILSBURY, Mayor.

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

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4162—Administration Series.]

An ordinance providing for the payment of certain interest.

Be it ordained, That the following amounts of interest were due July 1, 1875, to parties named on bonds surrendered for funding, on which there were no coupons. Said amounts to be paid when collected out of the interest funds appertaining to the respective series, in conformity with ordinances Nos. 3190 and 3282, Administration Series:

Townsend & Lyman	$37 50
E. J. Forstall's Sons	10 00
Total	$47 50

Adopted by the Council of the City of New Orleans, October 9, 1877.

ED. PILSBURY Mayor.

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

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4163—Administration Series.]

Resolved, That the Administrator of Waterworks and Public Buildings be and he is hereby authorized to advertise for sealed proposals for the filling of square No. 306 and the streets leading thereto, according to plans and specifications of City Surveyor.

Adopted by the Council of the city of New Orleans, October 9, 1877.

ED. PILSBURY, Mayor.

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

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4164—Administration Series.]

An ordinance amending ordinance No. 1096, Administration Series.

SECTION 13 Be it further ordained, etc., That any person or persons violating any section of this ordinance shall be fined not more than twenty-five dollars or imprisonment for thirty days; said penalty to be imposed by the recorder of the district in which the offense is committed, and that all ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

Adopted by the Council of the city of New Orleans, October 9, 1877.

ED. PILSBURY, Mayor.

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

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

[No. 4165—Administration Series.]

Resolution authorizing the Mayor, Administrator of Finance and Administrator of Public Accounts to make arrangement in certain cases for the realization of claims due the city.

Whereas, in the search for, pursuit and realization of the rights, property, claims, taxes and dues of the city of New Orleans, or in which she may have an interest, it is advantageous and necessary that the financial officers of the municipal government be empowered to make special arrangements and engagements; therefore, be it

Resolved, By the Common Council of the city of New Orleans, That the Mayor, Administrator of Finance and Administrator of Public Accounts be and they are hereby authorized and empowered to make in special cases such arrangements and agreements, as in their judgment may be advantageous or necessary to the city, in the pursuit and realization of said rights, property, claims, taxes and dues.

Adopted by the Council of the city of New Orleans, October 9, 1877.

ED. PILSBURY, Mayor.

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

OFFICE ST. BERNARD COAL COMPANY
29 Carondelet street, New Orleans.
COAL
AT WHOLESALE AND RETAIL.
Steamships, Steamboats and families supplied.
y15 Mo&We3m W. S. CAMPBELL, Agent.

REOPENING—
The undersigned begs to inform his friends and the public that the
RESTAURANT
attached to his Confectionery on Canal street, corner Carondelet, having been refitted, will reopen on TUESDAY, the 16th inst.
As heretofore he will execute orders for Balls, Marriages, Soirees and Receptions, with the best our market affords.
N. KUNTZ, corner Canal
oct10 1m and Carondelet streets.

MUNICIPAL ADVERTISEMENTS.

PROPOSALS FOR REPAIR OF REVETMENT LEVEE, NEW LAKE END.

DEPARTMENT OF IMPROVEMENTS, Room No. 16, City Hall, New Orleans, October 10, 1877.

Owing to an amendment to the specifications the opening of bids for repair of revetment levee has been postponed until SATURDAY, the 13th inst., at 12 m.

JOHN McCAFFREY, Administrator.
oct12 2t

PROPOSALS FOR POLICE UNIFORMS.

MAYORALTY OF NEW ORLEANS, City Hall, October 11, 1877.

Sealed proposals will be received at the Mayor's office until the 20th inst., at 12 m., for winter uniforms for the Crescent City Police, as per samples Nos. 1, 2 and 3, there deposited. The proposals must contain a separate bid for each description of uniform as numbered.

The Council reserve the right to reject all bids and to appoint an inspector who shall pass upon the quality and make up of the goods before acceptance of the same.

oct12 td ED. PILSBURY, Mayor.

SEALED PROPOSALS.

Sealed proposals will be received by the undersigned till FRIDAY, October 19, 1877, at 12 o'clock m., for the filling of square No. 306, and the streets leading thereto, 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.

Parties making proposals for the 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 the contract is not awarded shall have their deposits returned to them on the day adjudication is made.

Proposals to be indorsed "Proposals for filling square No. 306 and streets leading thereto."

JAMES D. EDWARDS,
Administrator Water Works and Public Buildings. oct10

SEALED PROPOSALS.

Sealed proposals will be received by the undersigned till THURSDAY, October 25, 1877, at 12 o'clock m., for the building of a SMALL-POX HOSPITAL 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.

Parties making proposals for the work are required to deposit with the Administrator of Finance, as evidence of their intention to abide by the adjudication, the amount of $200, 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.

Proposals to be indorsed, "Proposals for building a small-pox hospital."

JAMES D. EDWARDS,
Administrator of Waterworks and Public Buildings. oct10

SEALED PROPOSALS.

Sealed proposals will be received by the undersigned till FRIDAY, October 19, 1877, at 12 o'clock m., for REPAIRING BOYS' HOUSE OF REFUGE, Metairie Ridge, 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.

Parties making proposals for the 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 the adjudication is made.

Proposals to be indorsed, "Proposals for repairing Boys' House of Refuge."

JAMES D. EDWARDS,
Administrator of Waterworks and Public Buildings. oct10

SEALED PROPOSALS.

DEPARTMENT OF COMMERCE, City Hall, New Orleans, October 8, 1877.

Sealed proposals for the right and privilege of maintaining and running a steam ferry for both sides of the Mississippi River at the head of Esplanade street, in the Third District of this city, and of Olivier street, in the Fifth District of this city, for and during the term of ten years, commencing on and to be computed from the 1st day of November, 1877, will be received at this office up to 12 o'clock m. on Saturday, the 20th of October, 1877.

Specifications on file in the office of the City Surveyor.

The City reserves the right to reject any and all proposals.

CHAS. CAVANAC,
oct8 11 15 17 20 Administrator of Commerce.

SPECIAL NOTICE.

DEPARTMENT OF FINANCE, City Hall, New Orleans, Sept. 29, 1877.

The eighth quarterly allotment of Series of Premium Bonds will take place in the office of the Administrator of Public Accounts, on MONDAY, October 15, 1877, at 10 a. m., at which time Forty-five Series will be drawn.

se30 td J. C. DENIS, Administrator.

NOTICE TO BAKERS.

MAYORALTY OF NEW ORLEANS, City Hall, October 6, 1877.

The average price of fresh flour being this day seven dollars and fifty cents; in accordance with said valuation the price of bread for the week commencing on MONDAY, October 8, 1877, will be:

Sixty ounces for twenty cents.
Thirty ounces for ten cents.
Fifteen ounces for five cents.

Bakers of bread are required to use only the best flour of the above value per barrel, and the use of damaged or inferior flour in bread offered for sale in this city is prohibited. Consumers of bread are requested to report to the nearest police station any violation of the above ordinance, either in variation of weight or quality of material.

se16 ED. PILSBURY, Mayor.

FULTON CANNING COMPANY.
Fulton, Texas.
Having very superior facilities for putting up CANNED MEATS, under the direction of an experienced manager, the company is NOW enabled to supply the following articles, which, being free from all chemicals in the preparation, retain all the original flavor and stand any climate:
ROAST BEEF, BEEF TONGUES, BEEF KIDNEYS, GREEN TURTLE for SOUP, TURTLE STEAK, and OX-TAIL SOUP, in TWO and SIX POUND CANS.
Located in the very heart of the cattle-raising portion of Texas, the cattle are healthy and in fine condition when slaughtered, and the turtle being caught fresh in the Gulf of Mexico and delivered immediately to the company, are saved from all injury by transportation.
Under these favorable conditions for canning and the superior manner in which their goods are put up, the company, with great confidence, can recommend them to grocers, sea captains, planters and others requiring meats that are equal to fresh when opened, and will stand any voyage, climate or time without injury.
For further information inquire of
ED. PILSBURY,
oct 1m Mo&We 51 Carondelet street.

ALBIN ROCHEREAU. CHARLES T. DUGAZON. PIERRE CHABERT. ERNEST MERILH.
A. ROCHEREAU & CO.,
COMMISSION MERCHANTS,
SOLE AGENTS FOR THE SALE OF
KRUG & COMPANY'S
CHAMPAGNE.
IMPORTERS OF
BRANDIES, WINES, VERMOUTHS, OILS, ETC.,
8 South William St., New York. 16 and 18 St. Louis Street, New Orleans.
au19 3m

PHILIP WERLEIN,
NEW MUSIC AND PIANO STORE,
NO. 135 CANAL STREET, TOURO BUILDING,
THE RENDEZVOUS OF THE MUSICAL WORLD.
The Headquarters of the Piano and Music Trade of New Orleans and the South.
The house "Werlein," is renowned for its LOW PRICES AND ACCOMODATING TERMS, and for the SUPERIOR QUALITY of its instruments. At his Mammoth Warerooms can be found an assortment of
200 PIANOS AND ORGANS,
CONSISTING OF THOSE UNEQUALED AND PERFECT

CHICKERING
Upright, Square and Grand Piano
The elegant Upright
HARDMAN Pianos,
The standard ESTEY Organs.
MASON & HAMLIN
and NEW ENGLAND Organs.
Also fifty second hand Pianos and Organs at prices to suit everyone. Every instrument sold is fully warranted.
DIRECT IMPORTATION OF
MUSICAL INSTRUMENTS, Strings etc., LECOMTE'S and other BRASS INSTRUMENTS, sold at Wholesale and Retail, at prices to defy all competition.
SHEET MUSIC—THE LARGEST STOCK IN THE SOUTH.
PIANOS REPAIRED, TUNED, HAULED OR STORED AT REASONABLE PRICES. OLD PIANOS TAKEN IN EXCHANGE.
se17

GRUNEWALD HALL,
THE LARGEST MUSIC HOUSE IN THE SOUTH.
GENERAL AGENCY OF THE
LEADING PIANOS OF THE WORLD,
STEINWAY & SONS, W. KNABE & CO., PLEYEL, WOLFF & CO.,
(PARIS,)
And the Finest Parlor and Church Organs,
Reduced Prices. Accommodating Terms.
DIRECT IMPORTATION OF
Musical Instruments for Bands, Strings, Accordeons, Music Boxes,
At Wholesale and Retail. Special Prices to Country Merchants.
Sheet Music Below Publishers' Prices,
And at corresponding low figures to Professors, Schools, the Clergy and Country Merchants. TRIAL ORDERS SOLICITED. ESTIMATES FURNISHED AND CATALOGUES MAILED TO ANY ADDRESS.
LOUIS GRUNEWALD,
se1 Grunewald Hall, 14, 16, 18, 20 and 22 Baronne street, New Orleans.

PROPOSALS FOR LEVEE WORK.

EXECUTIVE DEPARTMENT, State of Louisiana, New Orleans, Sept. 25, 1877.

Sealed proposals will be received at this office until WEDNESDAY, October 10, at 12 m., for the construction of the following levees:

Port Barrow, parish of Ascension.
McHatton's, parish of East Baton Rouge.
Marengo, parish of Concordia.
Henderson's, parish of Concordia.
Bayou Marine, parish of Pointe Coupee.
Harlem, parish of Plaquemines.

Plans, profiles and specifications of the above work will be ready for inspection at the State Engineer's office between the fifth and tenth of October.

Proposals shall be addressed to the undersigned and each one indorsed for the particular levee on which the bid is made.

The board reserves to itself the right to reject any or all bids.

The party to whom any contract may be awarded must present himself within forty-eight hours, to sign the same and give security, or else his rights will be forfeited and the contract adjudicated to the next lowest bidder.

FRANCIS T. NICHOLLS,
Governor and President of the Board of State Engineers. se26 tf

FURNITURE! FURNITURE!
ALL KINDS OF NEW FURNITURE,
SUCH AS
BEDROOM SETS, PARLOR SETS,
PATENT LOUNGES AND CHAIRS, ETC.
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FURNITURE TAKEN ON STORAGE.
SPECIAL NOTICE—Second-hand Furniture bought also and liberal cash prices paid.
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FOR SALE,
MANILA CORDAGE,
All Sizes.
John Jewett & Sons' Pure White Lead,
In Various Packages.
—ALSO—
Boiled and Raw Linseed Oil,
In Barrels. By
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LUMBER! CABINS! LUMBER!
The undersigned are still offering their stock in trade at lowest rates. The prices of their celebrated
CARRE PLANTATION CABINS
have been so reduced as to be within reach of all. Send for price lists.
W. W. CARRE & CO.,
350 Delord street.
New Basin, New Orleans.

CANCELLATION OF BONDS.

STATE OF LOUISIANA, Executive Department.

Whereas, THOMAS P. FARRAR, of the parish of Tensas, in this State, has applied to me for the cancellation of the following official bonds, to wit:

1. One bond, dated April 27, 1870, drawn by Francis Barnes as principal and the said Thomas P. Farrar as security; and 2. One bond, dated April 25, 1873, drawn by Stephen M. Routh as principal and said Thomas P. Farrar as security. Both bonds conditioned for the faithful performance of the duties of said Francis Barnes and Stephen M. Routh, respectively, as public administrators of said parish of Tensas.

Now, therefore, I, FRANCIS T. NICHOLLS Governor of the State of Louisiana, have thought proper to issue this my proclamation, in order to give notice to all persons herein concerned to show cause in writing at the office of the Secretary of State, in the city of New Orleans, within ninety days from and after the last publication of this notice, why said bonds should not be cancelled and annulled and the security thereon discharged from any liabilities therein.

Witness my hand and the seal of the State of Louisiana, at the city of New Orleans, this eighteenth day of September, A. D. one thousand eight hundred and seventy-seven.

FRANCIS T. NICHOLLS,
Governor of the State of Louisiana

By the Governor:
OSCAR ARROYO,
Assistant Secretary of State.
se26 1m

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