To the Chamber of Commerce of New Orleans:

The committee appointed to represent to Congress the interests of New Orleans in regard to a steam postal service between that port and Rio de Janeiro, in Brazil, and also with regard to similar postal connections between New Orleans and other foreign ports of this continent south of this city, have had the same under consideration and respectfully report the following memorial to the President, Senate and House of Representatives of the United States.

T. TUPPER,
W. M. BURWELL,
TOBIAS GIBSON,
A. BRITTIS,
C. CARLOS,
H. DUDLEY COLEMAN.

THE MEMORIAL

OF THE CHAMBER OF COMMERCE OF NEW ORLEANS.

To his Excellency the President of the United States, and to the Senate and House of Representatives, respectfully represents:

That they represent certain commercial interests of a large area of the Union lying between the Appalachian mountains on the East and the Rocky mountains on the West. This area may claim an extent of more than seven hundred thousand square miles, with a population of little less than twenty millions. It is not necessary to tabulate the wealth or productions of this commercial district, or to estimate the value of its agricultural or manufacturing productions. It is sufficient to say that each has attained an excess above the domestic and foreign demand.

No one can examine the extraordinary increase of our productions in provisions and manufactures, and the arrest of immigration of rude and skilled labor from Europe, followed by the stagnation of capital and the discontent of labor without perceiving that the United States has reached by a few gigantic strides the position as a producer which European nations have only attained after centuries of effort. This surplus production demands more market. It cannot, of course, be exported to Europe, from which country has come in great part the labor that has created this surplus. This plethora cannot be absorbed by the home market. It is only in a new and substantive foreign field that this necessity can be supplied. Nor can we develop such a market by the means employed by European nations for the same purpose. We cannot coolly provide for the destination of our own surplus population by a civil or foreign war, or encourage its deportation into other countries. We cannot enlarge the market demand for our own surplus productions by conquest, or by colonization. Fortunately we have the means to meet this industrial dilemma without departing from the principles of international justice which we have been exhorted by the founders of our government to hold sacred.

We are the co-occupants of a continent inhabited by peoples whose political institutions are for the most part like our own. We have always dwelt peacefully alongside of these nations. We have sympathized with their efforts for freedom, and have aided to protect them from the oppressions of European despotism with too much fidelity to create any apprehension that we mean aggression or acquisition by any unlawful means. When we consider the great and increasing demand of these countries for the fabrics and inventions of a progressive civilization, and that the United States produces these supplies in an abundance and with a perfection adequate to the largest demand of these countries—when we remember that the United States has stood as the sponsor and protector of these peoples, and is even now an insuperable barrier between their rights and the despotisms from whose grasp they have been delivered, a natural surprise arises that these friends and allies should carry on so large, so lucrative and so exclusive a trade with those distant despotisms, and bestow so small a share upon a nation with which their intercourse would be so much more congenial and advantageous.

We need, indeed, an enlarged continental policy to perfect the independence of these peoples. The United States should, with that object, and for its own interest, encourage reciprocal intercourse with and among its neighbor nations. It will by such a policy create a relation of demand and supply with these friends, allies and equals what European powers have only cultivated with military force and colonial dependence.

The enormous disproportion between our national trade with Europe and with the countries and colonies of our own continent, is shown by the fact that while our whole foreign trade amounted in 1876 to $1,131,141,-000, our trade with the countries of this continent south of the United States was, according to the statement of the Secretary of the Treasury, but $125,000,000, while the whole foreign commerce of these countries was $330,000,000 for the same year.

The course of trade between the interior commercial district, to which we have referred, and foreign countries is almost exclusively with Europe, and is conducted through the commercial agencies of our Eastern Atlantic ports and cities. This trade is, therefore, attended with an expense of transportation across the country and the sea which leaves little profit to the producer of the heavy Western produce exported, while the importations are burdened with duties and charges greatly enhancing the foreign cost to the consumer. From this course of trade with Europe your memorialists can perceive no relief except through the ocean port and outlet of New Orleans. It is, however, obvious that such portion of Western trade as may find a market in South America would be greatly relieved if allowed to pursue a direct course between the producer and consumer by way of the port of New Orleans. The importance of direct and economical delivery will be appreciated, when we remember that only fifteen per cent of our purchase of tropical products are paid for in trade, and that chiefly in Western provisions, while an annual balance of more than eighty millions of dollars is annually liquidated in specie.

The facilities for this direct trade between the interior area indicated and the continental markets will be at once manifest from the fact that this great area is bisected by the Mississippi river and the Northern lakes. Then there exists a chain of inland seas connecting even the Dominions of Canada with the Gulf of Mexico. This chain of inland seas is reinforced and supplemented by parallel and diverging lines of railroad connecting the great cities of the rivers and lakes, and even the Eastern Atlantic cities, with the tropical seas. We cannot forbear adverting to the discouraging circumstance that this great region last year imported by this route, open summer and winter, less than eight per cent of its tropical trade through the port of New Orleans.

This unequal and unnatural course of commerce is entirely attributable, as your memorialists conceive, to two principal causes.

1. The want of proper commercial treaties and conventions between our government and those of the countries and colonies referred to.

2. The want of adequate facilities of commercial intercourse between the United States and especially its western interior, and the countries and colonies referred to.

To illustrate the first proposition we quote from the most recent schedule of the rates of duty imposed by the Spanish government upon provisions imported into the colonies of Cuba and Porto Rico: $5 40 per barrel on flour "of American wheat;" 64½ cents per 100 pounds on Indian corn; $4 48 per cwt on lard; $3 84 per cwt upon hams, with similar rates upon other products of the United States. To these duties, which average about 30 per cent *ad valorem*, there has been superadded a war tax of 25 per cent on all goods imported into Cuba. The government of Mexico imposes a similar rate of duties upon provisions, which, though it does not in terms discriminate against the United States, is in effect collected exclusively upon its productions.

We are aware our own tariff imposes duties on the products of those countries, but the rate is by no means so exorbitant as those of which we complain. We may hope for a review of our commercial relations with all these countries, with some of which there has been no change within half a century past. Such reciprocal modifications of our revenue may have been made at one time with the British Dominion in Canada, and more lately with the Island of Hawaii in regard to an agreed schedule of articles admitted by each, the product of the other countries. While we could not expect the House of Representatives to adopt a tariff of universal free trade, they may, without loss to the revenue, and without exposing our manufacturers to any undue competition, organize a special reciprocity with respect to our continental neighbors, which will promote the interests of all our industries.

The admission of articles of food or of raw material, in itself constitutes an incident of protection to mechanical production, and must also tend to stimulate greatly the demand for coal with which our country abounds. Such are in great part the obstacles to a fair participation of the United States in the markets of South America. It is, however, in the want of facilities of commercial intercourse and correspondence with foreign countries on this continent that we find the chief obstacle to the great object stated. It is only while we compare the facilities for this purpose furnished by other nations with the almost entire absence of similar accommodations on the part of our own government, that we realize the true cause of this restricted intercourse. On turning to authentic sources we find the amounts applied by those nations, who enjoy the greatest part of the tropical trade, to stand in comparison with our own somewhat as follows:

The English subsidy for Central, South American and West India Royal Mail Steamship Company, and Pacific Steamship Company	$930,000
The French subsidy for the Compagnie Menageries Maritimes, et Compagnie Grande Trans-Atlantique	1,449,451
	$2,379,451

There are, besides, many lines of German steamers running to the same ports with those of France and England. The sole appropriation made by the government of the United States at present to the same service consists in an assignment to ocean steamers of a part of the sea postage, which they carry themselves. The postal receipts last year from the lines trading to South America, Australia, Japan and China was $107,363 55. "The cost of sea conveyances," or subvention, was $47,840 49. The South American service was last year kept separate from that of Australia and China.

It produced to this government $96,971, of which this government returned to the carriers $52,101, leaving to the Postoffice Department a net profit of $44,870 42. It certainly evinces admirable enterprise on the part of those American steamers to meet the competition of a subsidized foreign service and to pay their own government a profit upon a service which cost the government nothing, and for the performance of which it would have otherwise been compelled to pay foreign vessels.

The late President of the United States took a more liberal and sagacious view of the public duty. In his annual message of 1875 he said:

"The United States are now paying over $100,000,000 per annum for freights and passengers on foreign ships. * * * It is to be regretted that this disparity in the carrying trade exists, and to correct it I would be willing to see a great departure from the usual course of government in supporting what may be usually termed private enterprise. I would not suggest as a remedy direct subsidy to American steam shipping, but I would suggest the direct offer of compensation for carrying the mail between Atlantic seaboard cities and the continent in American owned and American built steamers, and would extend this liberality to vessels carrying the mails to South American States and to Central America and Mexico, and would pursue the same policy from our Pacific seaports to foreign seaports on the Pacific."

The President also said in another message of 1875:

"The subsidy of $150,000 per annum for carrying the mails between New York and Rio de Janeiro having ceased on the 30th of September last, we are without direct mail facilities with the South American States. This is greatly to be regretted, and I do not hesitate to recommend the authorization of a renewal of that contract, and also that the service may be increased from monthly to semi-monthly. The commercial advantages to be gained by a direct line of American steamers to the South American States will be far beyond the expense of the same."

In like manner the Chamber of Commerce of New York, in a spirit of enlarged and impartial wisdom, has said:

"In our last report we invited attention to the importance of developing our trade with our natural neighbors and allies, the South American States. The Chamber has even favored restrictions in trade. It would not now support a subsidy to any steam line to Europe. It is not necessary. But it has repeatedly expressed its belief that only by government aid in the beginning can such communications with the Southern Continent be established as will ensure the opening of their markets to American produce, in which the West as producers, and the North and South as carriers and consumers, are alike interested. In this commerce is the future hope of New York."

It is thus made obvious that with a more moderate rate of reciprocal duties between the European nations and the Southern American States, and with the peculiar if not exclusive facilities of intercourse with those States and Colonies enjoyed by European nations, they must continue to command the great proportion of the trade already stated. In this fact we find an explanation of the insignificant trade enjoyed by the United States with the Empire of Brazil. Our minister to that country reports twenty lines of European steamers in its ports without one from the United States, and says that much of the freights, passengers and correspondence between the United States and Brazil has to pass through a British port in its transit.

Much opposition has been recently made against giving national aid to foreign postal service. Statesmen who have submitted without remonstrance to gifts of public lands and to loans of public money, to be employed in railroad construction and reimbursed by military and postal services to the government, seem embarrassed by the proposal to consummate the postal service by extending the transportation of the mail upon the sea. It may possibly puzzle such casuists to explain how, under a simple power to "establish postoffices and posts routes," Congress has acquired any right to pay for carrying the mails at all.

We may assume that a postal service was so indispensable to the commercial and social intercourse of the people that the service was "necessary and proper" to exercise this granted power. Upon this reasoning the authority and the obligation is not limited to the internal intercourse of the country, but may be extended wherever that intercourse may require. The deck of an American vessel is the territory of the nation, and the national jurisdiction is as clear over any contract of service on the deck of that vessel, as on the back of any mule bestrode by any mail rider on the staked plain of Texas.

The obligation of Congress is not restricted to land routes, nor does it cease at the seacoast. This obligation to carry the mail on the land cost the American people last year $33,263,459. This was nearly five millions more than the government derived from the postages. With what justice can the government expend so large a sum in the imperfect performance of this obligation, by failing to deliver these missives at their ultimate destination? There is a great international postal union to which almost all civilized nations are parties. How humiliating for the United States to declare that it would deliver no mail that does not bear its own expenses! No better example can be given of the false economy of such doctrines than that the government, with a laudable liberality, now furnishes a double daily mail between all the great cities of the East and West to New Orleans, on a time, varying with the respective localities, of from 32 to 62 hours.

Our Minister to Venezuela mentions the fact that American flour is carried to England to be baked, and is then brought back to this continent to the consumer. An American captain, trading for years on the Amazon river, constantly transported American flour brought over from England. The city of New Orleans in 1876 received nearly five millions of dollars in coffee from Brazil, without having in the same time cleared a single vessel for the port of Rio de Janeiro.

Such of this mail matter as may be destined for South America, instead of being made up at New Orleans, within five days of Aspinwall, must be sent to New York as a point of departure, eight and a half days from Aspinwall. To offer a more distinct illustration of this difference and the rate of the tribute upon the interior West, we will take the city of Chicago as a central point on the meridian of the Mississippi and the lakes. A line drawn from Chicago to the port of Aspinwall via New Orleans, would show a length of about 2400 miles, by rail and steamer, with a running time of about six and a half days; from Chicago to Aspinwall, via New York, would be about 3500 miles by rail and steamer, with a running time of eight and a half days. Indeed, the adoption of a steam postal service from New Orleans to Aspinwall would not only effect a great saving of cost to the government, but would save a day and a half mail time between Aspinwall and New York over the present connection between those two points.

It has by no means escaped the observation of the Western and Southwestern people, that by denying them this connection, and forcing them to make this detour, their trade and correspondence with South America is subjected to a virtual supervision by the Eastern Atlantic cities, and they are thus compelled to pay Eastern Atlantic railroads, canals, factors, insurance and shipping a tribute equal to the difference in the actual cost of travel and transportation via New York and New Orleans respectively. These Western people are indebted to Eastern capitalists for railroads and for much of their river shipping, and these vehicles of transportation are thus compelled to contribute of their legitimate business to the support of a rival system of transportation. The government has, by liberal appropriations, fostered the maritime interests of the Eastern ports. An impartial regard for the great interior interests would emancipate at least their continental commerce from the thraldom under which it now suffers.

Some idea of our utter disregard of the vast future possibilities of trade in our own hemisphere is indicated in the report of the Postmaster General, who, in referring to the necessity of improved postal facilities with South America, uses the following language:

"There is no portion of the world with which the United States has as unsatisfactory mail arrangements as with South America. The correspondence for Brazil and other countries on the east coast, *in the absence of any regular, direct mail steamship communication*, is forwarded via England; and the correspondence for countries on the west coast, sent via Panama, can only be prepaid to the ports of debarkation on that coast, with no assurance of its being forwarded to interior destinations, and always leaving a local postal charge, excessive in amount, to be collected from the addresses on its delivery."

As your memorialists have thus protested against this monopoly, it would by no means become them to claim the natural occupancy of any commercial territory not legitimately their own. It would be proper to divide this continental commerce and postal service among these great logitudinal districts:

1. The Eastern Atlantic States and seaports.
2. The Pacific States and seaports.
3. The States lying between the Appalachian and Rocky Mountains.

Each of these great commercial districts should be provided with equal and adequate facilities for postal communication with its peculiar and appropriate continental territory. Your memorialists, however, confine themselves to asking at your hands the postal service, to which they consider this great commercial district represented by them entitled. They respectfully but earnestly request that the Senate and House of Representatives will inquire into the expediency of

1. Granting an appropriation from the national treasury adequate to the support of two lines of postal steamers, American built and American owned. One to run semi-monthly between the ports of New Orleans and Rio Janeiro, in the Empire of Brazil. The other to run semi-monthly between the ports of New Orleans and Aspinwall, in the State of Panama, and United States of Colombia, according to such schedules of time and stations as Congress may in its wisdom prescribe.

2. That the President is respectfully requested to take into consideration the expediency of directing a review of all commercial treaties and conventions between the United States and other powers having dominion upon this continent, with a view to establish such a parity of revenue duties upon commodities, the growth and product of the said contracting powers, respectively, and to secure such modification of port and other commercial charges in all cases as will promote the reciprocal, business and political fraternity of such contracting powers, and especially to secure the adhesion of all such powers to the international postal union.

3. That the Senators and Representatives in Congress representing the interests presented by this memorial, may extend such legislative aid as may be necessary to give effect to the international steam postal service herein asked for, as well as to favor the principles of commercial reciprocity and friendly intercourse with our neighbors and allies of this continent, by such modification of our revenue duties as may be necessary to give effect to any treaties or convention of reciprocity, which may be negotiated by the proper department of the government.

Respectfully submitted,

CYRUS BUSSEY,
President Chamber of Commerce of New Orleans.
WM. M. BURWELL, Secretary.

Palais Royal kids 75 cents, all shades.

Read Navra's invitation to the China Palace.

The largest stock of pipes at 132 Canal street.

New American Sewing Machine, 185 Canal street.

Wedding and visiting cards engraved and printed in the latest style, at Holyland's, 8 St. Charles street.

We refer families in need of a comfortable home to the advertisement coming from No. 215 St. Charles street, to be found in another column. The ladies who keep this house are well known to many of our old citizens for their hospitable table and comfortable home.

PLANTING POTATOES.—Mr. A. Egan, 86 Tchoupitoulas street, has on hand some of the finest planting potatoes in the market. This lot was received direct from Portland, Me., and consists of 300 barrels choice Jackson's and 200 barrels choice rose, which they have in store.

Mr. E. H. Keep, No. 39 Tchoupitoulas street, has, in addition to his already extensive commission business, added excellent stock of the best brands of foreign and domestic wines and liquors, which he constantly has on hand and which he sells at wholesale only. These brands embrace those of the best known manufacturers, and can be relied upon in all respects. Mr. Keep, being an enterprising merchant, is fully alive to the wants of this community and supplies them liberally and promptly.

B. T. WALSHE'S furnishing emporium, No. 110 Canal street, has always been noted as containing the latest and most stylish assortment in the city. The show cases and shelves are literally loaded with every article of toilet which go so far toward a gentleman's genteel appearance. His shirts, white and colored, are of the latest styles, his silk neckwear of the most elegant and chaste designs; collars and cuffs in innumerable numbers and of all descriptions; gloves, hosiery and fancy articles of the best materials, and all first class goods, which he is offering at prices we little dreamed they could be sold at. Our lady readers who wish to remember their gentlemen friends during the holidays should not fail to examine Walshe's magnificent stock.

Meerschaum pipes made to order at 132 Canal street.

Biscuit dressed dolls $1 at the Palais Royal, 137 Canal. Get a catalogue.

WINTER CLOTHING.—The last cold spell should admonish all those who have so far failed to supply themselves with warm, cheap and comfortable clothing, to call on Messrs. Wheeler & Pierson, Nos. 13 and 15 Camp street, where they are certain to obtain, not only a stylish, but a good fit. His price list as published to-day shows the immense reduction made lately in all departments of his extensive store. Business suits, diagonal suits, black cloth dress suits, new style overcoats, boys' suits, etc., all at prices which will attract the attention of all in need of any of the articles mentioned. At least it costs nothing to step in and examine their elegant assortment.

The popular establishment of Messrs. M. L. Byrne & Co., 163 Canal street, offers this week extra attraction in the way of black silks, fancy all wool dress goods, cloaks and shawls at greatly reduced prices. See their advertisement in another column.

The finest assortment of New Year and Christmas cards at Holyland's, 8 St. Charles street.

OFFICIAL.

LIST OF LETTERS

Remaining in the New Orleans Post Office December 8, 1877.

LADIES' LIST.

Bartley Louise Marie
Batiste Maria miss
Baranco A B mrs
Barrawe Ida R miss
Brewster S A miss
Byerns J A mrs
Brenville Jane
Lursch E A mrs
Bush Ellen mrs
Blum Pauline miss
Chase Kate mrs
Canley K mrs
Carmier Louise miss
Chisoim Q B mrs
Collier Willey miss
Cunningham mrs
Davis Julia P mrs
Dibbie Jennie miss
Evans Christine miss
Francois madame
Falsans Elorbe mrs
Famsham Elizabeth
Frost L mrs
Ford Kate miss
Graham Mary miss
Gale Louisa B mrs
Grant F mrs
Guillot Cecile
Goodman R mrs
Guedry Victoria mrs
Hawthorne Mattie miss
Harris Huldy mrs
Hyacinthe mrs
Hagerty Ellen mrs
Jackson Ellen mrs
Johnson Nettie miss
Ketchum Anna mrs
Latham C M mrs
Lamer S J mrs
Lisley Annie miss
Leeds Sara A mrs
Luzeping Mary mrs
May Leggie miss
Mellon A ice mrs
Maillians Gustine miss
Mix Edwin mrs
Montagve Mary mrs
Moore Jounna miss
McKeone Maryaril mrs
McIntyre Isabella mrs
Neuman Anna miss
O'Connor Mary miss
Olhoft L miss
O'Neill Rosa miss
Ong Carrie miss
Parker Frank A mrs
Pinder Agnes miss
Pollins Thomas mrs
Powers L mrs
Quinlivan Emma mrs
Ray Victoria miss
Rinhart Lena miss
Reilly Matilda miss
Rooney Octavie miss
Redmond L miss
Stephens J F mrs
Schreiner Cora mrs
Smith Mollie miss
Smith Douglas mrs
Smith Carrie miss
Smyth Maggie miss
Stoll C mrs
Surls Willie E miss
Teichert M F mrs
Thomas Arcandie mrs
Truevit H C mrs
Tadd Bertha mrs
Tuller Carrie miss
Unger Rachel miss
Vener Larocma miss
Vinet Mary C miss
Warshman M V mrs
Ware Clara mrs
Wallace Emma miss
Wallace L W mrs
Warner Emma mrs
Weaver Abbie mrs
White Mary
Willis Helen mrs
Whitaker Kate mrs
Williams Lizzie miss
Winn Julia
Barry Mary Jane miss
Baker E D mrs
Bangan Kate mrs
Bradford Lucy miss
Bethell P C mrs
Brito Nerida mrs
Boteler Ludie P mrs
Bussey M miss
Burt Fanny L miss
Burns Maggie miss
Calhoune Elizabeth
Chapman Mary mrs
Connolly M miss
Clifton Maria miss
Crumhorn S mrs
Dihon A E miss
Dunbar Carrie miss
Ellence Virginia mrs
Farris mrs
Faber Lizzie miss
Fitzpatrick mrs
Foster Nolia miss
Green Rosa
Glenn Martha mrs
Grimble Rosa mrs
Gordon M mrs
Gourley Ella D miss
Hawkins M J mrs
Hellmens Josie mrs
Hilliard Mary R mrs
Hughts Josie miss
Jewell Mollie mrs
Johnson Sarah mrs
Klopman Caroline mrs
Lamkins Martha mrs
Leech N N miss
Levins Maggie mrs
Looser Annie miss
Lindsey Mollie miss
Maberly Mary miss
Mosjien Eugene mrs
Miller Kate mrs
Moses Anna mrs
Moody Mary L mrs
McCarthy M A mrs
McDoland Emma miss
Owen Katie L miss
Ouren Miles mrs
Onoens Margaret miss
Otto Lucy miss
Peeks Emma miss
Pishot C mrs
Porillito mrs
Putman M F miss
Rantin Annie E
Richanson Fannie miss
Roks Lucy miss
Reeolo Annie miss
Reubio Julia mrs
Spencer Emma C miss
Schwartz M J mrs
Smith Eliza mrs
Smith Cornelia miss
Smith Lizzie C mrs
Simpson Eliza A mrs
Sims C L mrs
Stowens J C mrs
Thurston D M mrs
Trudeau Emma miss
Turner M mrs
Turner Fannie miss
Thomson A mrs
Ulmer Mary miss
Vance Hamilton mrs
Walker Mollie mrs
Wallace Clara miss
Wallace Millie miss
Ward Jane A mrs
Wearing Jane mrs
Wheat G W mrs
Wright K mrs
Wilson Laura mrs
Williams E miss
Witchell Hottie mrs
Young A K miss

GENTLEMEN'S LIST.

Adams Scott
Arneal John
Allen Michael
Abbott C F
Arnold R M
Ball C S
Barry James
Baurd C J
Barbour B &co
Barman Jas
Bank Richard
Bartlett Marcus
Bangs E A
Barman James
Bennett W W
Bennett F
Beany L D
Belt E D
Bennett S W
Benningie J
Bireaud dr
Browning C K
Bonewill Henry
Blort A
Bowers Lewis
Boedicker E
Boyd James
Box R H
Boyd R &co
Burkey A J
Buhler John R
Blumenthal S
Buseckerman capt
Brun Louis L
Brunet J C
Burton Robt
Clarke Wm
Clayland L
Casper F
Clapp Charlie
Canill Edward
Claycomb John
Carr Wm dr
Canarie mr
Clark J R
Crawford Daniel
Creevy C E
Crichard John
Colcock R H
Cattrell Frank
Collins C
Connors John
Cotthrill Wm
Clotworthy W P
Connelly Thos H
Cox James
Coffey Ths J
Curten John T
Cupples S &co
Curtis Geo
Dayton H
Daly John
Dantler Jacob
Dethan Lem
De Rose James
Denman J
Doyle Luke
Donohoe Jas A
Daromey John
Doenvole J
Dufour H L
Druhlert Ernest
Druboca G
Dugan H
Egan P
Egan James
Elwell Alex
Evans A P
Farry Wm B
Fasnacht Louis
Fannon J T
Favorit J C
Ferran L
Feicherkt C capt
Fitzwilliams F
Fitzsimons Johnie
Frizzell E S
Forstall & Bishop
Foster Geo S
Foley P H
Grafton Saml
Grandoli Geo
Gernsbacher S
Gibson James
Grosch A
Golden W
Gowland W
Good F S
Goodman W C
Harvey R E
Hancock E N
Hayward Jas A
Harvy Edward
Hall R N &co
Harlan E S
Hamlin Jas M
Harison M rev
Hathaway Geo G
Heineman F A
Henings Francis
Hemenway G C
Henfield, Choppell & Star
Hinman A L
Hill A D
Hollehan Thomas
Hornsby Wm
Hollings Daniel
Holmes G M
Hocomb E C
Hoffman Jno
Hughes Dave
Huse J M
Irvine T J
Jacquewan &co
Jachckns Fritz
Jipson Isaac M
Johnston Isaac S
Jones B
Jones Jno J
Jones D W
Johnson Bridges dr
Krenz J D
Knabel Christian
Kernan B A
Kelly Colombs
Kelly John J
Kelly P M
Knight John
Kimball G
Kile Henry
Kirk W
Kuhn John
Lersbari Giovani
Lacour P
Lauman G F
Llambias Wm
Lawler Thomas
Leech Wm
Levin Julius
Letchford Wm
Lebeuf V M
Leppert W C
Leiberman B
Lostutter W F
Lukens Horace
Mathews F V
Maginnis R H
Mathews Geo E
Mathews C H
Mallon James
Magsor Joseph
Mansfield A S
Marrero Antonio col
Maker Wm
Mamon M
Martin Henry
Markely & Shafer
Messinger Ambrose
Mertz W F
Mellier Simon
Mercier J A
Mills Horace W
Mitchell Allen
Miller A P
Millendor &co
Miller James H
Moiend & Noble
Mondsehlir S
Morrison C W
Martin C W
Murphy Peter
Murphy James
McWhan Wm
McQuillz T C
McKenne Michael
McDonald A L
McMahan J H
Nara Wm
Neily Jos E
Ogden Wm
Olmstead H W
Oatis E P
O'Keef John
Patt Cleo
Pawly H A
Patterson Jos A
Pain E S
Pagenstecker A
Pacot J T
Phepps Louis
Pete Geo
Petrie Edw C
Picalonk Henry
Pinssan P R dr
Price J W &co
Pousher T
Powers J E
Prudhomme A
Rance L P
Ratelie E
Renbro R N
Richards Wm B
Richardson J T
Riley Lock
Richmond C W
Rhodes Eugene J
Roache Sumner
Rosenthal C H
Rosenfeld Bros
Roberts S W
Rouyer Chas F
Roescher J
Rost Frederick
Staples & Edelston
Schaefer F W
Swain Jas S
Stak Henry
Sharp Jas M
Savils Chas
Small Lewis
Sauve Felix
Seuz Elivir
Steele H R hon
Scherck, Rosenberg & Bro
Spers & Moise
Sherrett W S
Schneider Davis
Shingiede A W
Schiers J G H
Servay L F
Smith Wm T H
Sutter L
Shumaker C H
Stein Ph
Thalacker August
Taulman E R
Telbert N Y
Thornley P V
Townsend J A
Thompson T C &co
Tully Jas A
Turk Z J
Vigo Paul J
Voltz Joseph
Vander Haar F
Von Werthern H
Watson H
Walters B G
Walker A C dr
Wall Frank
Wallace J B
Walker J E
Walker G W
Welsh S & W
Weber Albert
White John
Wilson E P
White L L
Wilmot W S
Wilson C N
Whitaker A
Wing Wm
Whitehead R
Wills C Hor
Williams Edwin
Williams T S
Williamson W A
Woolridge E
Woods George
Wuster F
Young H H W
Zacharie Jas W
Knapp Geo S
Klandish John
Keek E
Kells L
Kenny master
Kennedy Chas
King Chas
Knight James F
Knight Charley
King William
Krupp Frank
Larose Numa
Laulor Thos J
Lawrence H
Launder John
Langsecker Andreas
Lefore Doc
Lecroix J A
LeBlanc J A
Leeman Charlie
Lessaps Auguste
Lyon J C
Longstreet E C gen
Lucas Geo
Matthews W H
Martin Josiah
Mansfield Richard
Marks M H
Maurl Frank
Maddux John
Marks James hon
Machoiro Pankino Z
Maurice W G
Masters Geo
Massean Henry
Marimon H
Meeker C H
Merchant W B
Melville John
Mundy Jas G
Miller A
Meyer Geo B
Miller George
Miller J W
Mills Harry V
Magee Frank M
Montrel J
Morgan J H &co
Musabin G
Murphy John
Mukes Joe
McKee H T
McCarty C
McCormack J col
McCowan & Pond
Newman Geo
Newman G H
Oatis Percy
O'Donnell Edw
O'Brien P B
Ogden Chas
Parker P
Pratt Thos O
Prather John
Paler Henry
Parker J L
Peilart Gustave
Petitt Welzo
Phelps E J
Penlin Louis
Pilot E Pierce
Pearse A S
Pollard Jas M
Powell, McDougall &co
Purcell D E
Puhl Peter
Radford W H
Reynolds W W
Reiser John
Riley A W
Rice J D
Richmond Enos
Robinson H G
Robson Wm
Rhodes H C
Robinson H E
Rouff Simon
Robson S W
Robison A T
Roche J H
Samson H J
Scharff & Bernheim
Saunders W N
Santore Carmire
Sasinot L R
Sanguinette P
Starkey capt
Steward Joseph
Sellars Henry capt
Servat Pascal
Sweet S
Sheimandine P B
Sterns Henry
Singer Jos
Shields Andrew
Stringer Chas
Stott Enoch
Soles Geo
Smith M
Scully Jas
Shumway T A
Tabre Francois
Taylor Andrew
Vreland J H
Vaskenny A W
Walsh Wm
Walker George
Welch Michael
Wagner Wm
Wasson D
Waterman John R
West F J
Wenholz F
Wing Fred J
Wynn R P
White Sam rev
Wilson Jas
Wilson & Butler
Willoz C L
Wilsor Geo H
Wintz Geo
White R C
Williams Y
Williams J W
Williams John
Worcester jr F
Woelmer F A
Woods James
Young Frank

Miscellaneous.

Bottle Manufatory
Secretary Lecture Agent

JOHN M. G. PARKER, Postmaster.

Read Navra's invitation to the China Palace.

Biscuit dressed dolls $1 at the Palais Royal, 137 Canal. Get a catalogue.

JUDICIAL ADVERTISEMENTS.

AUCTION SALES.

By J. A. A. Rousseau.

SUCCESSION OF MARIE ANTOINETTE BIAMONTE, DECEASED WIFE OF R. W. OGDEN.

Second District Court for the Parish of Orleans—No. 39,493.

BY J. A. A. ROUSSEAU, AUCTIONEER—Will be sold on FRIDAY, January 11, 1878, at 12 o'clock m., at the St. Charles Auction Exchange, rotunda of the St. Charles Hotel, by virtue of and pursuant to an order from the Hon. A. L. Tissot, judge of the Second District Court for the parish of Orleans, dated December 7, 1877, of the docket of said court—

A CERTAIN LOT OF GROUND, with all the buildings and improvements thereon and appurtenances thereof, situated in the Second District of this city, in the square bounded by Royal, Dumaine, St. Philip and Bourbon streets, having, American measure, 49 feet 9 inches 6 lines front on Royal street, 120 feet 2 inches deep on the line toward St. Philip street, 66 feet 10 inches 4 lines deep on the line toward Dumaine street, thence running at a right angle 15 feet 7 inches 4 lines toward St. Philip street, thence running a further depth of 63 feet 1 inch 5 lines, and thence 35 feet 5 inches 2 lines in width in the rear. Which property was acquired by said Mrs. Ogden in and by an act of partition with her sister, Mrs. Pedro Cusachs, passed before Edward G. Gottschalk, notary public in this city, on the 18th day of March, 1859.

Terms—Cash. de9 29 ja8 11

SUCCESSION NOTICES.

Succession of Helena Zimmermann, deceased wife of John Adam Edelmeier.

SECOND DISTRICT COURT FOR THE PARISH of Orleans, No. 39,968—Whereas, John Adam Edelmeier has petitioned the court for letters of administration on the estate of the late Helena Zimmermann, his deceased wife, intestate. Notice is hereby given to all whom it may concern to show cause within ten days why the prayer of the said petitioner should not be granted.

By order of the court.
no30 de4 9* JOHN HERBERT, Clerk.

Succession of Lawrence Doyle.

SECOND DISTRICT COURT FOR THE PARISH of Orleans, No. 39,961—Whereas, E. T. Parker, public administrator, has petitioned the court for letters of administration on the estate of the late Lawrence Doyle, deceased, intestate. Notice is hereby given to all whom it may concern to show cause within ten days why the prayer of the said petitioner should not be granted.

By order of the court.
de1 4 9* JOHN HERBERT, Clerk.

JUDICIAL ADVERTISEMENTS.

AUCTION SALES.

By Hoey, Macon & O'Connor.

THE ESTATE OF HUGH McCLOSKEY AT AUCTION.

THE SUMTER SALOON, FRONTING THE POSTOFFICE AND CUSTOM-HOUSE.

THAT ELEGANT SALOON PROPERTY ON St. Charles street, fronting Union street, between Commercial Alley and Gravier streets.

THE THREE AND A HALF STORY BRICK dwelling, corner of Lafayette and Carondelet streets,

AND A SQUARE OF GROUND ON GASQUET STREET.

SUCCESSION OF HUGH McCLOSKEY.

Second District Court for the Parish of Orleans—No. 36,083.

BY HOEY, MACON & O'CONNOR—Nicholas J. Hoey, Auctioneer—Office No. 11 Carondelet street—On SATURDAY, January 19, 1878, at 12 o'clock m., at the St. Charles Hotel Auction Exchange, by virtue of an order of the honorable the Second District Court for the parish of Orleans, dated the 8th of December, 1877, will be sold by public auction, for account of the succession of Hugh McCloskey, the following described valuable property, to wit—

1. THE SUMTER SALOON, in the Second District of this city, in the square bounded by Old Levee or Decatur, Canal, Customhouse and Dorsiere streets, known as lot No. 7, and measuring 29 feet front on each of Old Levee or Decatur streets by 71 feet 3 inches in depth. The improvements comprise the choice two-story brick building, constructed especially for saloon purposes, and long known as the "Sumter House," faces the Custom-House and Postoffice, adjacent to the Peoples' Bank, and in the centre of our European and West Indies trade; will always command good rental from prompt tenants, and is sold subject to the lease expiring next fall.

2. THAT CHOICE PROFESSIONAL STAND on the corner of Lafayette and Carondelet streets, designated as lot No. 1, in the square bounded by Carondelet, St. Charles, Lafayette and Girod streets, and measures 25 feet 9 inches front on Carondelet street by about 150 feet 6 inches in depth and front on Lafayette street (be the whole measurement more or less), and bounded in the rear by a common alley 20 feet in width, opening on said Lafayette street; which said alley is common to this lot and others. The improvements comprise a three and a half story brick building, with pressed brick front, is retired from the banquette, and has double iron balconies front, the rear wing is two-story brick. This choice property is not only a complete, convenient and attractive family residence, but from its location in the city centre will always command a certain and remunerative rental as an established position for professional purposes, and is sold subject to the lease or rental thereon, expiring next fall.

3. THAT SPLENDID PROPERTY on St. Charles street, with a large front and great depth, in the square bounded by St Charles, Camp, Gravier and (Commercial Alley) Poydras streets. The same being described as follows, to wit: 1, A lot or portion of ground in the First District, in the square bounded by Camp, Poydras, St. Charles and Gravier streets, and measures 51 feet 1 inch front on St. Charles street by 170 feet 6 inches 2 lines in depth, commencing at a distance of 65 feet 8 inches 4 lines from the corner of Commercial Alley and St. Charles street, and being the portion nearest to Commercial Alley of four lots of ground.

2. A PORTION OF GROUND adjoining the portion above described, measuring about 50 feet front on St. Charles street by 170 feet 6 inches 2 lines in depth on the line of the portion above described, 125 feet 6 inches in depth on a first line, thence narrowing about 25 feet, at which point it has a further depth of 45 feet 2 lines, until it reaches the rear line at a depth of 170 feet 6 inches 2 lines as aforesaid, on which latter rear line it has a width of 25 feet, more or less. This property comprises together that splendid estate known as the "McCloskey Property," on St. Charles street, being Nos. 70 to 76 St. Charles street, occupied by Messrs. Richard McCloskey, the McCloskey soda water saloon, M. L. Rock and others, and comprises that splendid four-story brick front, with all its grand advantages of location, erection for special purposes, and adaptability for saloon and hotel purposes, is now under lease and rental.

4. A CHOICE SQUARE OF GROUND, in the First District of this city, bounded by Gasquet, Palmyra, Cortez and St. John streets, and containing twenty-six lots of ground—an admirable location for gardening or dairy; frequent and easy communication with the business centre of the city.

Terms of Sale—Cash, and purchasers to assume payment, over and above the amounts of their bids, of all taxes on said property for the year 1877, payable in 1878.

Acts of sale at the expense of the purchasers, before Wm. J. Castell, Esq., notary public.
de9 15 22 29 ja5 12 td

PEREMPTORY SALE AT AUCTION,

To effect a partition,

ON UNUSUALLY EASY TERMS AND LONG CREDIT,

Of that Valuable Commercial Property known as the

MERCHANTS' COTTON PRESS AND YARD, together with all the improvements, etc., thereon.

NEW ORLEANS SAVINGS INSTITUTION VS. WILEY HINTON WILLIAMS ET ALS.

Third District Court for the Parish of Orleans—No. 23,594.

BY HOEY, MACON & O'CONNOR—Nicholas J. Hoey, Auctioneer—Office No.