Morning Star and Catholic Messenger.

NEW ORLEANS, SUNDAY, MARCH 24 1878.

## THE CHINESE DELUSION.

San Francisco Chronicle.

News that seventy millions of the inhabitants of the northern provinces of China are afflicted with a famine, which threatens to carry off millions of them, is something to set the western nations to thinking very earnestly whether, after all their efforts to open that vast empire to their trade, they have not committed a grave blunder. It takes a long time and severe pounding to beat down a popular delusion after it has become chronic. At the beginning of the career of Warren Hastings in India it was the common belief in England that India was, according to its extent and population, the richest country under the sun. "Palaces of porphyry, heaps of pearls and diamonds, vaults from which gold was measured out by the bushel, filled the imagination of even the business men of London," Macaulay tells us, but he adds that, in fact, "India was a poorer country than countries which in Europe are reckoned poor—poorer, for instance, than Ireland or Portugal." Through the visionary speeches of American statesmen like Benton and Seward, a like error in regard to "the boundless resources and wealth of China" has obtained popularity in the United States. It is called the "Flowery Land," the "Earthly Paradise," and the ignorant are trained to believe that its four hundred millions are as rich in proportion as the six millions of Belgium or the thirty-seven millions of France; and that to become sharers in their wealth we have only to open the Golden Gate and let them in by the million. This is all a delusion. The fact is that no half civilized people of ancient or modern times were poorer than those of India and China. The Japanese *Times*, of the 26th of January last, declares that the vast empire of China has been utterly ruined by the wholesale destruction of its forests, and the consequent impoverishment of the soil and loss of rain supply. They average six bad years out of eight for crops. Famine afflicts those who stay in the country and greater famine the millions who quit their desert farms for chances in the overcrowded cities. The beasts of burden and the seed corn are eaten up to postpone the day of inevitable starvation, and "whole provinces have of late years relapsed into the sandy wastes." The same paper adds that "there is no money in China for any other purpose than those of her own dire necessity." The Shanghai bankers and the Canton merchants are constantly becoming poorer—"are poorer now than they have been for generations."

These statements, coming as they do from the neighboring country of Japan, are entitled to credence. They utterly dispel the old and popular delusion about the great importance to the United States of the China trade. It is probably worth as much to us now as it ever will be, and that is less than the value of the lard and butter we annually sell to England—less than the one-eighth of our average yearly wheat exports to the single port of Liverpool.

Referring to the present condition of the northern provinces of China, the San Francisco *Chronicle* publishes the following extract from a letter received by a gentleman in that city from a friend in Shanghai:

The great question which at present agitates the Flowery Kingdom is the famine at the North. For four years past a part of four of China's Northern provinces has yielded either a small crop or none at all. One year ago the suffering was something dreadful among these poor people, who are worse off than slaves. At that time about $70,000 was raised by foreign communities at the open ports and forwarded to distributing agents, who made good use of the money. This year the famine is still worse. Over a country that embraces a population of some fifteen millions of people, absolute destitution prevails. People are actually eating each other. Babies are cut up and sold by the pound. There seems to be no remedy. The Chinese authorities are doing something, but it is only a drop in the bucket. The foreign community have elected canvassing committees, and the subscriptions will be up in the thousands; how much it is impossible to say. From last year's experience it is estimated that a life can be saved for about $1 50, so that all that can be done will save only a few out of the millions. In the Central provinces there is an abundance of rice. This is being shipped to the suffering districts, but it takes a month to reach them. It costs nearly three times the price of the rice to carry it to its destination—no railroads, no canals, not even a carriage-road. Within the past fifteen years the Chinese Government has spent money enough on fortifications, ships, improved arms and ammunition to have built a road from Shanghai to Pekin, with branches leading through the famine districts. The ships are useless; so are the fortifications; they both serve only for an excuse to pay fat salaries to lazy officials. The arms and ammunition are stored away, rusting so as to be worthless, and China's millions are starving. Chinese officials do not want to change the order of things. Why should they? The merchants and trades men desire it, but they have very little to say in the matter. If I am rightly informed, with all their government workshops and arsenals, there has never been an agricultural tool or implement made. Guns, torpedoes, ships, etc., seem to be their end and aim. The official class grow richer and richer each year and the lower classes poorer and poorer. No wonder that such numbers are willing to go to the Pacific coast, where, in a few years, they can earn a life competence and lie down and die in their own land with the millions taken from the poor laboring classes in our own country. What kind of people is it who regard with cool nonchalance their neighbors devouring their own children? Were you to ask them to explain their strange apathy they would no doubt give the regular Chinese shake of the head and say, "Me no sabe."

THE LINGERING INDIAN FAMINE.

From Calcutta we learn that during the recent famine in India not less than two millions of people died of actual starvation. The amount spent by the government in relief work and in camp charity was about $30,000,000, and the contributions, chiefly from England and Australia, amounted to $2,500,000. The famine is considered at an end, as the new crops are coming in, and are safe from damage. Nevertheless many living skeletons may yet be seen in the cities, and, at latest advices, hundreds are lying by the roadsides unable to move.

## THE BRITISH NAVY IN 1878.

The naval power of the United Kingdom is just now invested with such peculiar interest, that it becomes worth while to define the extent and character of that fleet, which must always constitute the main factor of England's fighting strength, promising that a large share of the recent supplemental credit has been devoted to naval purposes, although the regular appropriation for 1877 exceeded $60,000,000.

At the last date covered by official reports—Dec. 31, 1876—the British war fleet was composed of 241 vessels in commission. The number of men employed in the service was not less than 60,000, including upwards of 33,000 sailors and 14,000 marines. We need not say that the most important division of the force is made up of armored ships. Of these at the date mentioned there were fifty-eight, from which aggregate, however, should be deducted three constructed specially for colonial defence, and eight considered too old or too badly built to put to sea, leaving, therefore, a net total of forty seven ironclads. Without running through the catalogue of names, we may say that this list includes vessels of all dimensions, from the Inflexible, of more than 11,000 tons, whose sides are thirty nine inches thick, three fifths of which thickness is represented by iron plates, and which carries four cannon, each of eighty-one tons weight, besides steam engines of 8,000 horse power, to the Favorite, the smallest ironclad under the English flag, whose armor is only four inches thick, but which in any other navy would be a formidable craft, having a capacity of more than 3,000 tons, engines of 1,700 horse power, and an armament of ten 9-ton guns.

Such was the state of things at the beginning of last year. Let us now see what progress was made during the next twelve-month. According to the programme put forward by the First Lord of the Admiralty, six ironclads were to be finished during 1877, and all the unarmored vessels then on the stocks were to be brought nigh to completion. It was promised, moreover, that a new ironclad of the first class should be begun, together with a ram of sufficient power to cope with certain redoubtable engines of war said to be building in continental harbors, and, in addition, an unarmored corvette, a sloop, and two sailing vessels. In a word, the Minister undertook that during the financial term of 1877 78 the national yards should add to the fleet more than 14,000 tons, while private contractors were to build for Government account almost half as much again.

Notwithstanding its inability to completely fulfill the above programme, the English Government has added a good deal to the veritable solidity of its naval force. Four colossal ironclads were finished and sent to sea in 1877, namely, the Thunderer, the Dreadnaught, the Alexandra, and the Temeraire. One of these, the Thunderer, ought to have been ready for service much earlier, but on the day when it was to make a trial trip one of its boilers exploded, causing an amount of damage which it required six months to repair. Besides the two engines of 6,950 horse power which move its screw, there are on board this vessel twenty-six other steam engines, and a hydraulic machine for the management of the helm, the revolving turrets, and other parts of the apparatus. The Thunderer is covered with plates about 14 inches thick, and carries four cannon, each weighing 38 tons. Its mean speed is said to be thirteen and a half knots. Besides armored ships of the same character, the English Admiralty has lately constructed a number of vessels not plated, and furnished with a relatively light armament, but designed to show exceptional fast going qualities. Some distinguished specialists have severely criticised these experiments, and the controversy on the subject is far from being ended. It is said, for instance, that the new vessels are too powerful for simple cruisers and too weak to engage with ironclads. It is certain that one of the finest types, the Shah, was constrained after a few minutes to renounce the idea of coping with the Peruvian ship Huascar.

The remarkable results obtained by the Russians from torpedoes on the Danube and in the Black sea could not fail to awaken the attention of the English Admiralty. Numerous experiments have been made in the way of making extremely light steam vessels destined to lodge torpedoes under the flank of armored ships, or to launch that species of explosive provided with means of automatic movement. Essential conditions to the efficiency of such craft are unusual speed and a peculiar facility of evolution. After numerous tests, the English ship-wrights have fixed upon a model eighty-four feet in length and only eleven feet wide. So far but a single example of the type has been completed, but this with its powerful engines has attained a speed of nineteen and a half knots. It is reported, moreover, that fifteen others are now on the stocks, and that the builders have guaranteed a minimum speed of twenty five knots. And here we may mention a curious fact bearing on the usefulness of such vessels, and demonstrated by recent experiments, namely, that where their hulls are pierced below the water line, very little water penetrates, provided the speed be as high as ten knots, and almost none if it exceed eighteen. We may add that the Admiralty have lately undertaken the construction of a submarine vessel intended to fix torpedoes under the keel of hostile ships.

Naval artillery seems to have made but little progress in 1877. Hitherto, England has contented herself with the Armstrong guns of eighty tons, which are regularly adopted for the armament of her ironclads. Up to the present time Italy alone has gone a little further in this direction, having furnished some of her armored ships with 100 ton cannon. We understand, however, that the famous English engineer is now constructing for Government account a cannon of 150 tons. But whatever may be the slight superiority of a few isolated pieces, as in the case just named, there is little doubt that the British iron fleet, taken collectively, both as regards weight of armament and defensive power, is a match for the joint naval forces of all the rest of the world.

## WHAT MANUFACTURES HAVE DONE FOR A SOUTHERN CITY.

Columbus, Georgia, despite her financial embarrassment, seems to be going ahead in a most gratifying manner. From a late issue of the *Times* we get the following: "Yesterday, while standing at Crane's corner, we noticed several dray loads of boxes passing en route to the depot from the Eagle and Phenix Mills. In large, bold letters on the boxes were stamped, "A. T. Stewart, New York." The boxes contained goods manufactured here and bought by Stewart's great house in New York. This, truly, was a gratifying sight. These mills ship goods not only to the North, but great quantities are sent to the far West and to Mexico. Of course the goods bring money into Columbus, and this is distributed among the merchants and property holders of this city. The effect on Columbus of her manufacturing interests is incalculable. The demand for houses is greater now than at any time in the past, and not a vacant dwelling can be found in the city. The class of houses sought after are the small tenement houses, such as are suited to the wants of the mill operatives. This demand will increase after the new mill of the Eagle and Phenix Company gets into operation. This mill will employ eight or nine hundred hands, and these will all have to live on this side of the river as the company has decided to build no more houses in Brownville. The number of small grocery stores in and about Columbus have all sprung from the factories. The mills distribute, every two weeks, between fifteen and twenty thousand dollars as wages, all of which goes into the stores within twenty-four hours after it is paid out by the manufactories. These two instances, the demand for houses and the increased number of stores, are only two among a number of the benefits of the factories to the community at large. Such great enterprises bring much money into the pockets of those directly interested in them; but, in addition to this, they indirectly affect for good every individual in the community."

## MONEY FOR EVERYTHING BUT CHARITY.

The New York correspondent of the *Catholic Columbian* recently called attention to a sad fact in these truly hard times, namely that money can be found in plenty for the theatre-going and idle if not sinful pleasures, but none, or very little, for works of duty and charity. Some people think they cannot afford a trifling sum for the benefit of their parish church, for the support of a seminary or an orphan asylum, but they can afford both time and money to go to parties of pleasure or to the theatre; they cannot afford five cents a week for subscription to a Catholic periodical or the furnishing of useful and instructive reading, but they spend ten times that much foolishly. The following is an extract from the letter of the *Columbian's* correspondent:

"Although everybody cries hard times, people will find money to spend for amusements. There are a number of dramatic stars of the first magnitude now performing in the various theatres of our city, and from all I am able to learn none of them can complain of empty houses. Boucicault is greeted nightly by a most enthusiastic audience at the Grand Opera House where the 'Shaughraun' has been played for some time. These who go say there are never any vacant seats, and as all the announcements declare the 'free list absolutely suspended' everybody must pay for their tickets, and in 'cash,' too; where the money comes from is a mystery, as tradesmen say business was never duller than now after the spasmodic rush of the holidays. The old saying, 'it's an ill wind that blows nobody good,' has had ample illustration here this winter, the mild weather proving most favorable to the poor, whose racks increase daily. Every Catholic institution for either adults or children is full to its utmost capacity, and shivering, hungry, homeless, ill clad creatures are turned away daily. I recently visited the 'House for the Aged,' conducted by the Little Sisters of the Poor, and every available spot where a bed could be placed was occupied, and no possible chance of any more persons being received until 'death,' the only remover there, causes a vacancy. Father Drumgoole, the able Superintendent of St. Vincent's Lodging House for Poor Boys, has his tender heart sorely distressed at the narrow limits of his house, which is so full that he cannot admit another boy; even the Protectory is full, and Catholics are seriously discussing the feasibility of procuring homes in Catholic families in the West for some of the helpless waifs, whose spiritual as well as temporal needs appeal so strongly to their more favored fellow-creatures. The only institution here which has facilities for this Western colonization of poor families is the Children's Aid Society. This organization claims to be wholly non-sectarian, but when the case is put plainly to them, 'Will you undertake to place Catholic children in Catholic families?' they disclaim any sympathy with Catholics and declare that they have enough to do to provide for their 'own,' whoever their own may be. It is a notorious fact that Catholic clergymen are not welcome to hold services in the lodging houses of the Aid Society, nor do I know of any instance where one of our clergy has been invited to hold any religious service in the homes or schools that claim both State and county aid on account of their non-sectarian character; yet the inmates are all expected to attend the services where ministers of all denominations preside.

"It is a great pity we could not organize a Catholic colonization society and place destitute children in good Catholic homes in the West, as well as to induce families to leave the over-crowded tenements where disease and death, morally as well as physically, render the atmosphere foul with their pollutions. Perhaps some of your readers may be inspired to offer homes to some of our city waifs who are starving for temporal and spiritual succor. In that case communications addressed to Rev. John Drumgoole, 53 Warren street, would no doubt meet with the speediest attention. Then, too, the 'Society for the Protection of Destitute Roman Catholic Children,' with its well-filled houses at Westchester, has an able representative in its zealous president, Mr. H. L. Hoguet, office 29 Reade street who would readily, I am assured, render every facility to those good Catholics who might desire to share of their substance with those whom Providence has deprived of their natural protectors. Sister Irene, of the Foundling Asylum, will be only too glad to dispose of some of her little charges, in well-disposed Catholic families.

"Of course, those children, in our institutions, who may have either or both parents living would not be sent away, as the good Sisters and clergymen, no less than the zealous laity interested therein, guard the family with zealous care and refrain from the severance of home ties where it is at all possible to preserve the nursery of the Church intact; so that children adopted or bound out in families are almost certain to remain free from molestation. The suggestions made above are not authorized directly by those interested in the institutions named, but from ideas advanced by large numbers of clergymen and Sisters in general conversation I feel perfectly safe in having written what I have. That 'misery loves company' I am well convinced, but if the thin edge of the wedge of Western emigration once enters, the miserable mass may be easily disintegrated, and those who drive it home may congratulate themselves upon having done a good work for which they will be amply repaid in seeing others made happy, useful members of society."

## HOW CAN THE SPANIARDS TAKE GIBRALTAR?

The recent suggestion of Senor Castellar in the Spanish Cortes, that Spain ought to have Gibraltar, will strike the world as eminently rational. There is no reason why any foreign power should be allowed to own this little Andalusian promontory, which is as much a part of Spain as Madrid itself. It only remains, then, for the Spaniards to take what rightfully belongs to them. No power in Europe would dispute their title to the rock if they once recovered its possession. There is only one hindrance to the Spaniards re-taking Gibraltar, and that is, that it is impregnable. Three of its sides are so steep and precipitous as to be wholly inaccessible, and the fourth side, sloping down to the water, is protected by about 1,000 pieces of artillery. The Moors were finally expelled from the fortress by the Spaniards in 1462, and the latter then greatly strengthened it, and supposed they had made it impregnable, but it was captured by a few British sailors under Sir George Rook in 1704, and the most desperate and most persevering efforts have been unavailing to retake it. In 1713 it was confirmed to Great Britain by the treaty of Utrecht. The Spaniards attacked it with a large force in 1727, and in 1779 the assault was renewed by a combined French and Spanish fleet. This latter siege lasted three years. By June all communication between the rock and the main land was cut off, and in the following month the fortress was completely blockaded. The besiegers brought to bear all the resources of war, by land and sea, and their operations were directed by the ablest French and Spanish engineers; a powerful fleet anchored in the bay, and for three weeks an incessant bombardment was kept up from eight mortars and 200 pieces of battering cannon. The garrison made a sortie on Nov. 27, 1781, and destroyed the enemy's works, but the allies soon reconstructed them and brought 1,000 pieces of artillery to play against the fortress, an army of 40,000 men the meanwhile besieging it by land, while forty seven ships of the line and a great number of smaller vessels menaced it by sea. Admiral Rodney having succeeded in throwing relief into the fort by defeating the French fleet, the garrison were greatly encouraged, and, by discharging red-hot shot, silenced the enemy's enormous floating batteries and burned many of their ships. Nine of the batteries were set on fire. About 400 of the crews were saved by the exertions of the British, but the rest all perished by the flames, explosions or drowning. Soon afterward the besieged were re inforced, but they had lost only sixteen men throughout the attack. These little excerpts from history are not very encouraging to Spain in her aspirations for the recovery of Gibraltar. If she really means to take the Rock she will have her hands full.

WESTERN PRODUCE. LIQUORS, ETC.

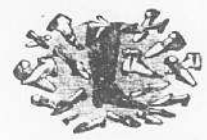
WHITE & BYRNE,
Fish Dealers,
86.....Poydras Street.....86
OFFER FOR SALE
MACKEREL of all kinds; BONELESS FISH; COD FISH; SMOKED SALMON; SMOKED BLOATERS; HALIBUT FINS; TONGUES and SOUNDS; Extra large COD FISH.
ALSO
Dry Salt SHOULDERS Dry Salt SIDES, Choice Sugar Cured HAMS, Choice Sugar Cured BREAKFAST BACON, Choice Cream CHEESE. For sale by
WHITE & BYRNE,
fe17 1m 86 Poydras street.

JOHN T. GIBBONS & CO.,
DEALERS IN
GRAIN, CORNMEAL AND HAY,
57, 59, 61, 63...New Levee Street...57, 59, 61, 63
an12 77 1y Corner Poydras, New Orleans.

JOHN McCAFFREY,
DEALER IN
HAY, GRAIN, CORNMEAL, FLOUR,
ALL KINDS OF
Western Produce Constantly on Hand.
28 and 30.....Poydras Street.....28 and 30
Corner of Fulton,
an12 77 1y NEW ORLEANS.

BOOTS AND SHOES—HATS.

GO TO
JOHN FRIEL,
54.....St. Charles Street.....54
(near Gravier) for your
HATS.
A fine stock of FASHIONABLE GOODS, in all grades and at all prices, always on hand.
HATS CLEANED AND PRESSED. mh17 6m

J. D. CRASSONS,
Boot and  Shoe Store
26.....Frenchmen Street.....26
an26 77 1y NEW ORLEANS.

PONTCHARTRAIN CHEAP STORE.
J. A. LACROIX,
Corner Frenchmen and Victory Streets.
LADIES', GENTS', MISSES' AND CHILDREN'S
BOOTS AND SHOES
Of all descriptions.
Always on hand a full assortment of first-class goods at prices which defy competition.
Call and examine my stock before purchasing elsewhere.
MY MOTTO: "Quick sales and small profits."
Jackson Railroad cars pass in front of the store.
ap9 77 1y

LADIES' DEPARTMENT.

HOLIDAY GOODS.
LADIES' HAIR STORE
AND
Fancy Goods Bazaar.
HUMAN HAIR GOODS
AT WHOLESALE AND RETAIL.
PERFUMERIES, JEWELRY AND FANCY GOODS of all descriptions.
Having received a large stock, which has been selected with great care on my recent trip North, I am now prepared to offer one of the most complete assortments that can be found in the South, and at prices unequalled by any, as the stock was purchased for cash.
My stock consists of a full line of HUMAN HAIR, in all shades and colors,
Jewelry, Fancy Goods and Perfumery,
LADIES' COMBS, HAIR ORNAMENTS AND FANS.
G. T. SCHILLING,
159.....Canal Street.....159
Between Bourbon and Dauphine,
NEW ORLEANS, LA.
All Country Orders promptly attended to, and in cases where goods do not prove to be as represented, they may be returned, and I will refund the money immediately. de23 77 1y 1m5p

LADIES', MISSES' AND GENTLEMEN'S
UNDERWEAR.
The Sisters of the Good Shepherd
have established, for the convenience of Ladies and Gentlemen, a depot for the sale of Ladies', Misses and Gentlemen's Underwear, Infants' Robes and Children's Dresses, at the Establishment of Mrs. K. C. LOGAN, 14 Baronne street, where a full line of their goods will be kept and sold at the most reasonable prices
Orders also received. oc17 7 1y

MRS. JANE BELL,
(Formerly Miss McAuley),
Of 161 Canal street, and last of the corner of Jackson and Magazine streets,
132.....Canal Street.....132
Between St. Charles and Carondelet, near Levois and Jamison's.
DRESSMAKING
IN ALL ITS BRANCHES.
Her skill is well known. oc14 6m

HOUSE FURNISHING GOODS

V. BIRI,
Importer, Manufacturer and Dealer in
WILLOW WARE, WAGONS, CRADLES, MARKET BASKETS,
Work Baskets, Chairs, Clothes Baskets, German and French Fancy Baskets, etc
120, 288 and 253 Chartres Streets,
ja26 78 1y NEW ORLEANS.

CARPETS. CARPETS.
ELKIN & CO.
168.....Canal Street.....168
Are receiving new and elegant styles of
AXMINSTER, VELVET, BRUSSELS, THREE-PLY and INGRAIN CARPETS,
OFFICE MATTINGS,
WINDOW SHADES and CORNICES,
CURTAINS and UPHOLSTERY GOODS,
OIL CLOTHS, from six to eighteen feet wide,
oc21 77 1y AT THE LOWEST PRICES.

A. BROUSSEAU & SON,
17.....Chartres Street.....17
IMPORTER AND DEALER IN
Carpetings,
FLOOR OIL-CLOTHS,
CHINA AND COCOA MATTING,
TABLE AND PIANO COVERS,
WINDOW SHADES
CRUMB CLOTHS, RUGS, MATS,
CARRIAGE, TABLE AND ENAMEL OIL-CLOTHS.
WHOLESALE AND RETAIL.
CURTAIN MATERIALS—Lace, Reps, Damasks, Cornices, Bands, Pins, Gimps, Loops and Tassels,
Hair Cloth, Plush, Bed Ticking and Springs,
BURLAPS, by the Bale and Piece.
Prices as low as those of any one else in the trade.
oc21 77 1y

FURNITURE
AT
HUGH FLYNN'S,
167 and 169.....Poydras Street.....167 and 169
You can find the
CHEAPEST BEDROOM SETS,
THE CHEAPEST DINING ROOM SETS,
AND
THE LOWEST PRICE PARLOR FURNITURE IN THE CITY.
A large stock, and anxious to sell. oc14 77 1y

STEWART

Surpass all earth's pomp and splendor.
Sleep in that last hour he saw the heavens
The gates unclosed and, like St. Stephen,
Where his Lord waiting to receive him.
What a lesson to the world, of holy hope,
Meant in the Lord's unbounded mercies! It
For this that he had labored through life's
Of summer in the vineyard of his master;
Since he had endured contumely and insult;
This he had borne the heavy burden of
Years and Peter's captivity; but it was
That he might go into "the house of his
" and be forever at rest beside Him.
Is the great reward promised to all who
Unto the end, and Pius IX left these
To all who walk in justice and the fear
God.
Not even these were not the last words
Spoken by this great soldier of the cross.
Said that when all the signs of death were
And Cardinal Bilio, faithful to his trust,
Pronounced the sublime invocation to the soul
Departing; but, overcome by his emotion,
Failed after the words, "Depart, Christian
" the Holy Father murmured faintly:
Proficiscere!" (Yes, depart!)——Then all
Was over.
Yes, depart!' For us, these words imply
When the hour of duty comes, when God's
Messengers and others, and guaranteed satisfaction to all. je17 77 1y

ESTABLISHED 1857.
G. PITARD,
IMPORTER AND DEALER IN
HARDWARE, GRATES,
PAINTS, OILS, VARNISH, WINDOW GLASS
WALL PAPER, ETC.,
221 and 223.....Canal Street.....221 and
Between Rampart and Basin streets.
ap22 1y NEW ORLEANS.

ATTENTION!
Families, Individuals, Everybody.
DO ANY OF YOU WANT FURNITURE AT A GENUINE BARGAIN?
If so, call at my establishment, 172 Camp street, and look at my stock and ascertain my prices. I know I can satisfy and sell to you, if you wish to buy and will call. There is nothing in the Furniture line that I do not have, and of the very best quality.
W. B. RINGROSE,
ap15 77 1y 172 Camp street.

MISCELLANEOUS ADVERTISEMENTS.

OFFICE OF THE
AMERICAN COTTON TIE CO.,
LIMITED,
47.....Carondelet Street.....47
NEW ORLEANS.

IMPORTANT SPECIAL NOTICE.
The AMERICAN COTTON TIE COMPANY (LIMITED) having fixed the price of the celebrated
ARROW COTTON TIE
at $4 50 per bundle, less 2½ per cent discount for cash, the General Agents hereby authorize their Sub-Agents in this city (dealers in Baling Stuff,) to sell to and contract with Factors and Country Merchants, for future delivery on the above-named price and terms, in quantities, from time to time, as may be required, settlements being made on delivery.
The Company having a large stock now on hand, and having contracted for an abundant supply to meet the entire demand for Cotton Ties throughout the Cotton States, the celebrated ARROW TIE will be placed upon the market generally, and sold by their numerous Agents at the price and terms above stated, it being the object and purpose of the Company to merit the continued patronage of the planting community.
R. W. RAYNE & CO.,
an19 77 1y GENERAL AGENTS.

HIBERNIA INSURANCE COMPANY,
Office, No. 37 Camp Street.
JOHN HENDERSON, President.
P. IRWIN, Vice President.
THOS. F. BRAGG, Secretary.

| | |
|---|---|
| Earnings | $198,032 |
| Losses Paid | 73,298 |
| Net Profits | 60,256 |

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

| | |
|---|---|
| P. Irwin. | John Henderson, |
| Thomas King. | Thomas Smith, |
| Thos. Gilmore. | W. J. Castell, |
| John T. Gibbons. | Jas. A. Girdner, |
| William Hart. | Emile Gaseho. |
| David Jackson | John H. Hanna, |

F. J. Gasquet.

At a meeting of the Board, held May 14th, 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 stock holders (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 15th prox.
THOS. F. BRAGG, Secretary.
New Orleans, May 16, 1877. my26 77 1y

J. LINCOLN
SAVES AND
REMOVES ALL KINDS OF BUILDINGS,
Office, 119 Robin street.
All communications should be addressed to Box 192, Mechanics' and Traders' Exchange, under St. Charles Hotel, New Orleans.
Country orders promptly attended to. ap1 77 1y

CARRIAGE MAKERS.

J. THOMSON & BROS.,
Carriage and Spring Wagon Makers,
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