

## NOTES AND COMMENTS.

The Supreme Court of Ohio has decided that it is illegal to sue a debtor on a postal card, as it is liable to injure the credit or reputation of the debtor elsewhere.

Subscription lists are being widely circulated in England to defray the expenses of a new Polar expedition. The commander, Cheyne, proposes to go as far north as possible in ships and then complete the journey by balloon.

After many reports to the contrary, it is now announced that the coming anniversary of the Czar's accession to the throne is not to be signalized by the introduction of political reforms, and that no new financial measures are contemplated.

There is said to be trouble at Princeton College. The class of two thousand that it has been too severely treated by the faculty, and the faculty, on the other hand, claim that the class of 1880 is the most turbulent that has ever entered the college of New Jersey. Out of a class of 1,000 students only eighty remain.

Gen. Babcock, the noted roads man of Brooklyn, The honest roads man, Gen. O. E. Babcock, \$100 per annum until that sum shall have reached the sum of \$3000, including \$1000 I have paid him in the year 1866, and deducting such other amounts as I may hereafter pay him prior to my decease.

Since a British member of Parliament admitted in the House of Commons that America had beaten England in cotton cloth, will not sensible people conclude that there are numbers of other things we can make at home just as well as cotton fabrics, instead of paying toll for transporting the raw material across the ocean and back as we did on cotton?

The growing popularity of the postal card as a means of correspondence is something to be deplored. The entire number manufactured and used during the first year of their introduction was 100,000,000, and during the year which has just closed the aggregate number sent out was 340,000,000. This latter number is an increase over the number issued in 1873 of 36,879,000.

A decision has been rendered by the Attorney General of the United States to the effect that in case of a land-grant railroad deviating from the line of construction as definitely located in the law making the grant, the State is not entitled to the benefit of the lands granted. In other words, the railroad must as far as practicable follow the line as located or forfeit the grant.

Senator Bayard, who sits in Europe, has suggested to his English friends, "I did not say anything, nor do I now know anything, unless it be the system of defense by torpedoes, that could prevent one of many ships to day in the British naval service from steaming into any port upon the coasts of the United States and thereby wasting any city lying on our seaboard."

It is urged that the Le Havre route across the Isthmus would practically open direct water-way from the Mississippi and its tributaries to the Pacific, while it would also afford a more direct line for all Atlantic ports than either the Panama or Magellanian routes, as well as connect with a practical air-line connecting the waters of the Atlantic with the Gulf of Mexico, the Caribbean sea and the Pacific.

A number of members of Congress, whose contributions for the relief of the Irish sufferers were sent to the *Herald*, have received letters of a menacing character from the editor of the *Irish World*, who wants to know if they take sides with the *Herald* against Mr. Patell. If they don't, the editor writes to know why they contributed their money to the *Herald*. The editor replies that it is Mr. Patell who letter closes with the statement that an answer is wanted or the writer implies that he will know the reason why.

The Don Pedro H. Railroad is the largest, and, perhaps, with one exception, the most important in Brazil. The total length of the main line is 365 miles, and extensions are made to it almost every year. The road was commenced under the management of an incorporated company, interest of 7 per cent on the capital stock being guaranteed by the government. But in building the first portion of the road it was necessary to lay the main line through the mountains, where the cost of laying the road was so great that the capital was entirely exhausted. In 1865 the government bought the road of the stockholders, and it has since been built and run as a branch of the Imperial service. On the invested capital of rather more than \$40,000,000 the government realizes an average income of 5 1/2 per cent yearly.

## LOUISIANA.

We have yet a tremendous hope that the peaches are not killed. [Monroe Bulletin.]

The total receipt of cotton this year at Minden to date, foot up 15,000 bales against 11,000 bales for the corresponding period last year. It is estimated that about 4000 bales more will find its way to this market.

We learn from the mail-order that the courthouse in Vienna was destroyed by fire a few days since. Books and papers were mostly saved. The fire is supposed to have originated from a fire in a first floor room. [Western Democrat.]

Minden celebrated Mardi Gras with great success. There were several floats in line, a royal boat, Pocahontas saving the life of Capt. Smith, the Darwinian theory, etc. At night there was a grand ball, at which Miss Alice Guy was crowned queen.

In spite of Kansas fever and all other feverish designs on the country's prosperity, agricultural labor is about as plentiful as usual. Nearly all farmers that we have heard from have as many hands as they want. [Monroe Bulletin.]

The water is rising rapidly in Lafourche swamp. The bridge built by the Monroe board of trade over the bayou on the Wimberly road is already submerged. We shall see whether this bridge will stand an overflow, as was claimed for it. [Monroe Bulletin.]

The steamer Wille from Bayou Bartholomew, with 700 bales cotton, caught fire Saturday evening while wooding at the mouth of Tupaway bayou. After throwing over 200 bales cotton the flames were extinguished. The fire extended to the charred piles, but not to the walls of the engine room. It is supposed to have caught from sparks from the chimney. Most of the cotton thrown overboard was recovered with the aid of a flat and the crew. [Monroe Bulletin.]

One day last week, a stranger left town going towards Red Bayou, and when he was several miles from town, was overtaken by two drunken rowdies by the name of Bill Edwards and Chas. Bennett, whom accused the stranger of being a horse thief, and pretending that they were officers of the law, arrested him, and for some reason, known only to themselves, beat him nearly to death. They carried him half a mile, stopping occasionally to beat him, and then left him to die. They left him for dead on the banks of the Six Mile bayou, and took his horse. The next day the wounded man's saddle and clothes were found secreted under the Six Mile bridge, and were covered with blood. The wounded man is now at the residence of one of the neighbors, and is said to be in a very dangerous condition. [De Soto Democrat.]

## FOREIGN NEWS.

The London *News* of Paris dispatch says that M. Albert Grévy is a candidate for the life senatorship made vacant by the death of M. Clemenceau.

The Princess Beatrice of England, to be engaged by the continental newspaper folk to King Humbert's cousin, Prince Thomas, Duke of Genoa.

The Sultan has invited Chinese General, the ex-Governor of Sennar, to enter the Turkish army to assist Baker Pasha in reorganizing the gendarmerie.

Prof. Nordenskiold arrived at Naples on the Vega Saturday, and had a magnificent reception. Salutes were fired and the shipping and city were gayly decorated with flags.

The Lord Mayor of London has not only sent the Duchess of Marlborough's Relief Committee the substantial help of £7,000, but promised to send £2,000 weekly as long as the distress continues.

Lord Penzance, Dean of Arches, recently suspended the Rev. William Awdry Roberts, Vicar of Llandaff, and Llafairnathafar-

neithaf, near Llangeilo, Anglesey, from his charge for three years for drunkenness.

Turkey, lately scourged by war, is the prey of famine. If in any American city fifteen persons should be found, in one day, dead of starvation, it will not be the city where this has occurred in Adrianople, few notice it. A private letter from Constantinople says: "All Europe and all Asia Minor is buried in snow, so we must expect cold weather for some time longer. If the spring weather does not set in early we shall be very hard up for wood in Constantinople. It is already enormously dear, and there is great suffering among the poor."

From a diplomatic source I hear that Prince Rudolph of Austria was not favorably impressed during his visit to Dresden by the princesses of Saxony, and left without making an amorous declaration. He is handsome, romantic, eccentric, and will not, in short, be a wife, before he is 25 years old.

An additional auction has been put in circulation against Gen. Gonzales, a leading candidate for the Presidency of Mexico, and present commander of the largest force of government troops in the Republic. He is charged with the intention to separate the States of Sonora, Sinaloa, Durango, Coahuila, Jalisco and Michoacan from the Mexican Union, and to erect a confederacy, to be called the Republic of Sierra Madre.

The two new ladies-in-waiting who have this year come out with the Princess Louise, Canada are both of them fair widders. One, Mrs. Emily Pelly, a daughter of Sir John, the original of the great English volunteers, and is the wife of Sir Henry Carte Pelly, Bart., who died in 1877, and the other, the Hon. Mrs. Langham, a daughter of Lord Macdonald, of Anturis, and a sister of the Viscountess Tarbat, the widow of Captain Algernon Langham, of the Guards, who died in 1873.

The fact that the Hon. Richard Westenra, a brother of Lord Rosemore, has been raised from the ranks of the Fourth Dragoon Guards to a command as second Lieutenant in the Ninth Lancasters, has made some stir in England. It appears to be a foul play, the year previous, he was promoted to the rank of corporal, and failing to get the required number of marks, enlisted as a private soldier. It now turns out that there are at this moment fourteen sons of noblemen privates in the Life Guards under similar circumstances.

The Crown Prince of Sweden, under the name of "Count Gripsholm," is staying at a French watering place, and has induced his physician to so well that for some days hardly anybody at the table d'hôte knew who he was; and when to the amusement of those who did recognize him, he told a German nurse, "I am not a prince, but a simple young Spanish officer." Offered a stay at the same place for the restoration of his health. He coughs frightfully, and is obliged to be carried up stairs. It is melancholy to see him wrapped up in an immense fur coat, in the arms of his valet; yet he is full of hope and energy.

A correspondent of the London *Truth* observes that at the last mourning mass in Parle, January 21, for Louis XVI and Marie Antoinette she was struck with the prevalence of the Jewish type among the noble ladies of the Empress St. Germain, a fact not very remarkable when it is considered that the young Duchesse de Grammont is a Rothschild, the Duchesse de Richelieu, the Duchesse de Castries a Star, the Princesse de Polignac a Miras, the Marquise de Jancourt a Hirsch, the Duchesse d'Albretta a cleric Bonapartist, a Schlesier, and a great lady married to the household of the Queen of Henri VIII, a Hirsch.

Diplomacy has put an end to one of the abuses of the court balls in Berlin. Cavalry officers used to stuff their pockets full of sweetmeats, so that the dishes on the buffet emptied themselves with awful rapidity. No such thing can happen again. A heavy fine of 1000 marks was struck upon the wall hanging noble guests to eat their fill but not to carry anything off. Macaroons, creams and pralines were replaced by the creation of meringues, the whitest of lacy cakes, the "squashiest" of pastries, each and all delicious, but provokingly ill-adapted to transport except in the stomach. Prince Hohenlohe, the high steward, has done this.

In the course of a controversy with the *Estadete*, M. Paul De Cassagnave makes the curious revelation that the late Prince Louis Napoleon contemplated to effect a landing in Naples, Italy, in 1851. The Prince, it is said, never had the idea of effecting a landing in Italy, but he himself told me the contrary a score of times. I can say so now as it is but a matter of history. Nay, I remember that on one occasion, finding him more than determined to attempt eventually this adventure, I succeeded in wresting from him a solemn oath to warn me beforehand, and then to a meeting of the Board of Directors held this day, Mr. GEORGE LANAUX was unanimously elected President, and LEON SEBE Secretary. LEON SEBE, Secretary.

SUN MUTUAL INSURANCE COMPANY.

## NEW ORLEANS INSURANCE ASSOCIATION.

## OFFICE NO. 102 CANAL STREET. Tenth Annual Statement.

NEW ORLEANS, January 20, 1880.

In conformity with the requirements of the charter, the New Orleans Insurance Association publish the following statement of their affairs for the year ending the thirty-first of December, 1879:

Fire premiums.....	\$300,000.00
Marine premiums.....	41,779.00
River premiums.....	29,527.00
Total premiums.....	<b>\$400,266.00</b>

Prremiums on unexpired risks.....  
Returned premiums.....  
Total premiums.....

216,746.00	108,793.00
2,047.00	
<b>218,793.00</b>	

Net earned premiums.....  
Add interest.....  
Total premiums.....

209,463.59	10,476.00
10,476.00	
<b>219,939.59</b>	

Fire losses paid.....  
Marine losses paid.....  
River losses paid.....  
Losses, undischarged and adjusted, not matured.....

209,269.05	10,476.00
10,476.00	
21,317.10	
<b>218,972.15</b>	

Net profits.....  
Dividends semi-annual interest dividend on stock, declared to June 30, 1879.....  
Balance profits.....

50,416.79	14,792.00
14,792.00	
<b>50,416.79</b>	

Assets.....

100,000.00	
Cost in Bank.....	29,490.00
Cost in United National Bank.....	27,934.78
Cost deposit in treasury of State of Mississippi.....	15,000.00
Cost of agents in the United States and Europe.....	21,874.97
Certificates of deposit and of indebtedness of the New Orleans National Banking Association.....	255,983.94
Capital notes.....	5,000.00
Loans on mortgage.....	85,350.00
Loans on pledge.....	1,512.00
Bills receivable.....	8,818.00
Bonds.....	51,900.00
Prremiums in course of collection.....	11,593.24
R. costs.....	94,291.71
Sundry creditors.....	7,492.37
United States securities.....	50,208.00
<b>491,738.54</b>	

Liabilities.....

Capital stock fully paid, \$100 per share.....	500,000.00
Undrawn dividends.....	3,193.00
Prremiums on unexpired risks.....	106,746.00
Bank losses.....	24,930.17
Sundry creditors.....	6,146.00
Contingent reserve fund.....	30,180.68
<b>471,099.95</b>	

Burdens.....

209,416.79	
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The foregoing is a true and correct transcript from the books of the New Orleans Insurance Association, for the year ending December 31, 1879.

MEL MUSSON, President.

G. LANAUX, Secretary.

STATE OF LOUISIANA, PARISH OF ORLEANS, CITY OF NEW ORLEANS, sworn to and subscribed before me, a Notary public, this twentieth day of January, 1880.

G. LE GARDEUR, Notary Public.

At a regular meeting of the Board of Directors, on the nineteenth day of January, 1880, it was resolved to pay a semi-annual interest dividend of FIVE PER CENT to the thirty-first of December, 1879, marking the tenth anniversary of the incorporation of the company, ten per annum on the capital stock of \$400,000.00.

MEL MUSSON, President.

N. G. NELLIS, Secretary.

NEW ORLEANS INSURANCE ASSOCIATION, OFFICE NO. 102 CANAL STREET—New Orleans, January 20, 1880. At the election for Directors, held on the twenty-second December last, the following named gentlemen were elected to serve during the ensuing year, viz:

M. LANAUX, J. S. WILTZ, JOHN BOUCHER, H. TREMULY, M. E. GABEY, E. W. HUNTINGTON, F. LANAUX, J. S. LANAUX, M. E. SCOTT, J. D. ZACHARIAH, J. D. PELLETIER.

At a meeting of the Board of Directors held this day, Mr. GEORGE LANAUX was unanimously elected President, and LEON SEBE, Secretary.

ANNUAL STATEMENT.

OF THE NEW ORLEANS INSURANCE COMPANY.

Paid Up Capital.....**\$500,000.**

TWENTY-FOURTH ANNUAL STATEMENT.

OFFICE SUN MUTUAL INSURANCE COMPANY, NO. 52 Canal street, New Orleans, January 1, 1880.

In conformity with the requirements of its charter, the Company publishes the following statement for the year ending December 31, 1879:

Amount of premiums for the year ending December 31, 1879:

On fire risks.....	\$22,552.01
On river risks.....	100,767.51
On marine risks.....	47,466.18
<b>150,785.69</b>	

Add unexpired risks, 1879:

Loses.....	\$20,052.38
On fire risks.....	35,773.36
On river risks.....	26,384.14
<b>71,210.87</b>	