THE NEW ORLEANS DAILY BEE,
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TERMS OF THE BEE

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NEW ORLEANS:
SUNDAY MORNING, JUNE 9, 1867.

The Registry Order.

It will be observed that General Sheridan has issued his order extending the time of Registration to the twentieth of June. This is highly satisfactory, for it is a painful fact that a very small proportion of our old voters have yet registered, and we fear that many of them have not yet made up their minds as to the propriety of doing so. We cannot possibly understand how any man, who is not in doubt about his position under the Military law, can hesitate upon this point. It is so manifestly every man's duty to be prepared to vote in case of an emergency that we do not see how there can be a second thought about it. But although a longer time is given no man should delay; for it should be remembered that the political parties count up every man, and derive a strong moral support from numbers. Let every one, then, who feels an interest in his party, go at once and register. Delay can do no good; it may be the means of doing much good if you register at once.

IMPROVED AND VACANT REAL ESTATE AT AUCTION BY THE SHERIFF.—We are requested to call attention to the sales at auction to be made to-morrow at noon, at the Merchants and Auctioneers' Exchange, Royal street, by the Sheriff of the parish of Orleans, of—

1. A certain tract of land, with the buildings thereon, situate in the parish of Jefferson, on the left bank of the river Mississippi, being part of the plantation formerly belonging to Pierre Volant Lebarre.

2. A lot of ground, situate on Jacob street, between Thalia and Erato street, First District

For particulars see advertisements.

ACADEMY OF MUSIC.—The farce of "My Neighbor's Wife," McCarthy's own capital origination, "Love and Politics," and the pantomime of "The Three Brothers," will be given this evening. To-morrow, the Zavitowski Sisters reappear, and, in a capital bill, will combine their fine talents with those of the Zanfretta' and Baisley's in ballets, pantomimes, comedy, etc. Such a combination must prove an exceedingly rare attraction to the friends of this pleasant and enterprising place of summer amusements.

There will be a balloon ascension and other attractive exercises on Esplanade Street to-day, and at the Fair Grounds to-day and to-morrow, but under different auspices at the respective places, as may be seen by the respective announcements.

The steamship Mariposa, Capt Quick, sailed last night for New York, with a full freight and a number of passengers.

The steamship Geo Cromwell, Capt Vail, sails at 8 o'clock this morning for New York, full of freight and passengers.

The Route to Travel.

Some gentlemen who have been investigating the various routes of Northern travel, with a view to decide upon the one most agreeable, especially for the ladies of their company, and at the same time the most rapid in conveying them through, as time is with them an important consideration, have ascertained that in starting on the evening train by the New Orleans and Jackson road, they go through by that and the Mississippi Central to Cairo without any detention at Humboldt or elsewhere, as would be the case in going by way of Louisville. At Cairo they will take the Illinois Central Railroad, which Richardson, of the Galveston News, who is a great traveller, says is "the longest and best managed railroad in the United States." From his description of the Illinois Central, Michigan Central and the Canadian Railroads through to Niagara Falls, and thence by the New York Central to New York city, which occupied only four days and four hours from this city, at a cost of sixty-three dollars for tickets and about twenty dollars for meals and sleeping cars, they are convinced that the whole trip can be accomplished by taking the Michigan Southern instead of the Central, as the most pleasant all rail route they could take. If the description of the sleeping cars we would like to transfer to our columns, if we had space for it. Suffice to say, that with all his European travel, as well as that on the continent, he declares them to be superior both in style and comfort to anything he has ever seen. They are divided off into compartments called sections, so that a family can be as much secluded as in a room at a hotel, and he says "they do so replete with every comfort, with the road as smooth as glass, that he slept as soundly as if he had been in his own bed at home." The same description applies to the Northern, Indiana and Michigan Southern Railroad, a nearly parallel road to the Michigan Central, and equally well constructed and supplied with every imaginable comfort.

The great superiority of the roads which, from Cairo through to New York, make but two change of cars, render this the shortest, it is said, in time, as it is the most direct route. Ted