The New Orleans Bee.

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NEW ORLEANS DAILY BEE.

DUFOUR & LIMET, Publishers.
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TERMS OF THE BEE.

[illegible]

Weekly Edition.

TERMS—PER YEAR ....$5.

NEW ORLEANS:
WEDNESDAY MORNING, NOV. 1, 1871.

Amusements This Evening.

ACADEMY OF MUSIC—"Ours."
ST. CHARLES THEATRE.—Engagement of the Chapman Sisters—"Aladdin" and "Nan, the Good for Nothing."

DIVERSION OF THE TRADE OF NEW ORLEANS.

In our issue of yesterday we made some comments upon the causes of the backwardness of trade at our port. Among these causes we cited the excessive charges upon produce for which New Orleans has been noted, although it was not our intention to make them bear the entire responsibility of the decay which it is too palpable affects our commerce. Undoubtedly a very large portion of the trade hitherto transacted in New Orleans has been diverted to Western and Northern cities by reason of inducements and advantages which our losses by the war prevented us from offering. We know very well that Cincinnati and St. Louis made haste when the war had terminated, to penetrate into every Southern State and to open up trade relations with every Southern town and village. The Federal troops had not withdrawn from Louisiana before Cincinnati and St. Louis sternwheel boats were at every landing-place upon our rivers and bayous, flooding the country with their cheap wares in exchange for the cotton it was their main object to get hold of. This was at a time when New Orleans and every Southern city was almost bare of goods such as the people of the interior were in need of, and when they were without the means of transporting them to the interior, even if they had had on hand the goods which were in request. From this direct trade between the interior parishes of Louisiana and the Western cities, grew up a connection which has continued to this day. Our country exchanges tell us that "drummers" from St. Louis, Cincinnati and even New York have scoured the State, while our New Orleans houses have been asleep. This fact is doubtless known to the latter, as well as the direct steamboat trade which has been going on constantly for these last four years between St. Louis, Cincinnati and the towns of Shreveport and Alexandria, on the Red River, and Monroe and Camden, on the Ouachita. The merchants of New Orleans should not have suffered such a connection to be formed, and if they had been as wide awake as Western men it would not have been formed; but the question now is, can they recover the trade thus diverted? We believe it can be done, provided the proper means are employed, and such inducements offered as will bring our old customers back again. We must, for instance, offer to deliver flour at the same price as St. Louis. So with sugar, molasses, coffee, hardware and dry goods. There is no other way to compete with our rivals. And then we must reduce the charges upon cotton and sugar to the smallest possible rates. We must do away altogether with charges which Western cities do not make upon consignments made to them. Our factors must be satisfied with their simple commissions and must give up entirely those items which have constituted the staple of the complaints made against their accounts of sales by planters and shippers of produce. Return premiums of insurance and discounts allowed by warehouse keepers and draymen must be credited to the owners of the produce sold and generally we must make up our minds to transact the factorage and commission business on as favorable terms to the planter and merchant of the interior parishes as our Western rivals, unless we are prepared to abandon the contest. New Orleans is no longer master of the trade of the Mississippi Valley. She is from six to ten days farther from European ports than the Atlantic markets of Savannah, Charleston and Baltimore. The railroad system has revolutionized the business, as well as the politics of the country. The mouth of the Mississippi river is no longer the only gateway to the sea, and the distance between New Orleans and the mouth of the river is an immense drawback to this city. All these considerations should stimulate our business men to immediate action towards recovery of our lost trade, or to make up for it in other directions.

Receipts of Cotton at New Orleans.

The following table shows the daily aggregated receipts proper in bales of the respective crops of 1869-70, 1870-71 and 1871-72, received at this port since the first day of September of each year:

Date	Crop '69-'70.	Crop '70-'71.	Crop '71-'72.
October 1	41,170	27,696	13,014
2	51,391	32,946	16,414
3	52,916	34,512	17,500
4	56,777	38,[illegible]21	18,171
5	61,036	41,621	19,541
6	64,471	44,630	21,[illegible]
7	68,349	48,457	22,132
8	71,210	50,146	23,221
9	76,412	53,[illegible]	25,410
10	7[illegible]	54,313	28,[illegible]
11	83,324	58,647	28,769
12	84,506	61,930	30,770
13	88,674	64,187	32,240
14	95,031	66,776	34,521
15	98,440	72,127	[illegible]
16	100,144	74,[illegible]81	37,722
17	100,732	77,160	42,[illegible]
18	110,091	87,[illegible]	43,[illegible]
19	119,047	85,286	46,[illegible]
20	115,2[illegible]7	86,815	50,271
21	117,391	91,074	52,063
22	120,134	94,896	54,047
23	123,003	99,046	56,164
24	125,378	101,534	61,458
25	130,454	104,417	62,295
26	134,678	109,722	69,469
27	137,101	110,422	73,847
28	141,064	116,4[illegible]3	75,478
29	143,442	120,127	78,941
30	148,760	125,758	80,328
31	150,326	132,126	87,118

The New Orleans and Texas Railroad.

The Iberia *Sugar Bowl* says that Mr. J. H. Ilsley, Jr., the general land agent and attorney of the Chattanooga Railroad Company; Mr. Thomas Kleinpeter, the division engineer, and Mr. George Thompson, assistant, passed through New Iberia on Saturday last, returning to New Orleans from an extended trip along the main trunk and branches of their road, where they had gone to arrange land disputes and to locate depots at different points. They passed over the whole length of the branch road from Vermilionville to Shreveport, where they connect with the Southern Pacific Railroad, and located depots nearly the entire distance. This branch road, as well as all other branches built by this company, will have a guage one foot narrower than on the main trunk, which will be a great benefit to the towns where they form a junction with the main line. They informed us that these narrow guage roads will be built because it is believed that all roads in the United States will adopt the narrow guage track; and they are only building the wide guage on the trunk road because they are obliged to by the conditions of their charter.

While in Vermilionville, the citizens turned out *en masse*, and marching in procession, with a band of music at their head, finally halted at the place where Messrs. Ilsley and Kleinpeter were invited to address the meeting, which they did in the most eloquent terms. There being some dispute about the price of a tract of land which the company wished to obtain for depot and other buildings, the citizens raised several hundred dollars and offered the money to assist in the payment, but it was declined.

Mr. Ilsley is confident that the road will be completed as far as Vermilionville, and the cars running in time to carry to market the crop of next year. The portion between Vermilionville and Grand River has already been put under contract, to Mr. Fortier, of the parish of Jefferson, and the work through the swamp, which was delayed for several months by high water, is now rapidly progressing. Passenger trains are running regularly to Donaldsonville, a distance of sixty-three miles from New Orleans.

It is the intention of the company to assist in building branch roads to all important points within a convenient distance of their main line; and already steps have been taken to build a road from Thibodeaux to Donaldsonville. We learn that it is not at all improbable that a branch road will also be built from New Iberia to Vermilionville. Whether this is done or not, the Chattanooga Railroad will be of vast benefit to New Iberia and the whole country.

CONNUBIAL FELICITY.—Nothing tends more to connubial happiness than cheerful and healthy infants and children. Mrs. Whitcomb's Syrup is the great children's soothing remedy.

Our modern course of living begets a condition of the body that requires occasional relief. The system becomes enfeebled, deranged, clogged, and labors in its task. The mind sympathizes with it and both sink, or are depressed together. To restore the vital energies, purge the system—cleanse the blood—take Ayer's Pills.—(*Glasgow (Ky.) Free Press.*

AMUSEMENTS.

Those who have seen Mr. Jefferson in "Rip Van Winkle" must have sat down to the entertainment at the Academy last night with misgivings as to the prudence of selecting for performance a play in which that celebrated comedian has become so distinguished. Whatever apprehensions there were, however, were dissipated long before the play was over.

Mr. McKee Rankin, who impersonated *Rip*, was not so finished in details, as the famous comedian who has made the character his specialty, but in a faithful conception of it and in rendering the ludicrousness, the humor and the pathos, which are so well blended in it, Mr. Rankin is but little, very little inferior to him. Mr. R.'s rendition is certainly well worth seeing and the play will be repeated to-night.

At the St. Charles the Chapman Sisters are gratifying the habitues of that house with interesting performances in their peculiar line.

THE LEVEES AT POINTE COUPEE.—Three gentlemen from the parish of Pointe Coupée, Col. F. L. Claiborne, President of the Police Jury, H. J. Ledoux, Esq., and the Hon. F. L. Jewell, editor of the Pointe Coupée *Echo*, are on a visit to the city in relation to the levees to their parish. A break there results in the inundation of nine parishes. Hence, to avert a crevasse becomes a matter of importance, commercially, to the city and to an extensive and productive agricultural region. Two railroads, the Morgan and the Chattanooga, are also interested in the work since a break in Pointe Coupée would overflow both.

The gentlemen named have been deputed by the planters of Pointe Coupee to raise in the city, if possible, about $35,000, which will suffice to make the levees secure. They hope to raise this sum from the railroad corporations mentioned and merchants doing business with the region of country that would be affected by the crevasse or crevasses, which are sought to be guarded against.

They do not ask for the money as a donation or gratuity. They propose to reimburse those who advance it, from whatever appropriation may be made by the Legislature, or if no appropriation be made, by collecting a tax from those immediately benefitted by the intended work.

THE BREMEN STEAMSHIP FRANKFURT.—The following is a list of the cabin passengers of the North German Lloyd steamship Frankfurt, Capt. J. Barre, which arrived last night from Bremen via Havre, Southampton and Havana:

Mr C Chapman, Mrs Gendre and daughter, Mrs Catherine Meldenheim, Carl Schultz and family, H Bennet, C Berry, Mrs Angé, of New Orleans; G W Betsener, Mrs Frederick, of Galveston; Mrs W Weiss and daughter, of Bremen; [illegible] Opera Troupe, and [illegible] in steerage.

Meeting of Planters at Donaldsonville.

Gov. Warmoth lately met the planters of Ascension parish at Donaldsonville for the purpose of consulting with them in relation to the levees.

The Ascension *Leader* reports the remarks of Governor Warmoth and Duncan F. Kenner on that occasion. Governor Warmoth said:

Gentlemen—I feel that nothing has been done by the Government nor the Levee Company toward building the levees. I am fully convinced that the company are unable to build them. There is not a man among them who can raise twenty thousand dollars. The whole as at first originated, was a gigantic scheme for plunder. I refused to sign the bill; but seeing that my veto would avail nothing, I agreed to sign it if certain concessions were made in favor of the State. This was done and I signed the bill.

I have done everything in my power to prevent the company from fulfilling their contract with the State. I am determined that the two mills levied shall not be collected until I get control of the company. There are some negotiations going on now to that effect—the result of which I am as yet unable to state. The people need not wait for the company, as I have official information of their total inability to act. I shall use my influence with the next Legislature to reimburse you for the money expended in building your levees; and should I get control of the company, I will certainly collect the tax and reimburse you myself.

In conclusion, I most seriously urge upon you the necessity of going to work at once.

Duncan F. Kenner was then called for, and responded as follows:

Fellow citizens—It has been a long time since I made a speech, and the fact is, I did not come here to do much talking, but to go to work and build our levees. We cannot depend upon our Legislature, nor can we place any reliance upon the present Police Jury. [Some gentlemen here asked who it was that appointed them.] This is neither here nor there. The Governor was the only one that I have found so far that is willing to assist us, and shall we refuse to accept it? No.

God knows I have always been a Democrat, and never liked a Republican, and would not vote for Governor Warmoth to-morrow if I was called upon; yet, I think if I was stuck in the mud, and the party who had made the mud and the party who had stuck me into it was to come along and offer me his hand, I would not refuse it and tell him to go away; that he had got me into this and I would stay there rather than to accept his assistance. This will not do. I do not wish to flatter the Governor, but he has shown a strong desire to assist us, and deserves a great deal of commendation.

The president of the meeting explained the law, as it now exists, with regard to the powers of the Police Jury in the premises and was of the opinion that that body is entirely incompetent to do anything.

Real Estate Operations of Tweed and His Colleagues.

The New York *Tribune* gives a detailed list of the purchases of real estate made by William M. Tweed, Richard B. Connolly, Peter B. Sweeny and A. Oakey Hall since they commenced to hold public office, say during a period of four years. Says the *Tribune*:

Frequent inquiry has been made for the record of the real estate transactions of Tweed, Connolly, Sweeny, Hall, and other prominent leaders of the Ring for the last few years in which they have been absolute in the government of this city. These have been obtained only in part, and with great difficulty, and are given below. Only those are given for which the official records can be quoted in confirmation.

The most of the men whose transactions are here given have risen from poverty, bankruptcy even, in the short space of four and five years, to be millionaires, at a rate unparalleled in the records of honestly acquired wealth. The evidence adduced is incontrovertible, having been gathered from official records. It shows that Controller Connolly, when sued in 1866 for debt, swore that he owned nothing; but that since that time he has bought real estate and bonds to the amount of $1,300,000.

It shows that Wm. M. Tweed, bankrupt in 1861, for years a referee lawyer without ever having studied law, has bought and sold real estate, houses, horses, etc., since 1866, to the amount of $4,474,954, and other irregular transactions to the amount of $8,500,000 more.

Peter B. Sweeny's purchases amounted, in three years, to $1,072,736, and Mayor Hall's to $150,000; while Auditor Watson's, largely on shares with the Connolly's, reached $977,777 in two years. The transactions of the three principal Ring men have thus amounted, in less than four years, to $30,772,651.

After having entirely disappeared from Vicksburg, the yellow fever has returned to that city. During the week ending Saturday, the 21st instant, there were twenty deaths in the city, ten of which were from fever. It is feared that the mortality will increase, as the weather has been very favorable to the development of the disease. One of the earliest victims of the return of the fever was Mr. William Aitkins, one of the publishers of the Vicksburg *Times and Republican*.

In Jackson, Mississippi, the disease still lingers, though apparently it is not very prevalent at present.

In Natchez twenty deaths occurred from the 13th to the 21st, both inclusive. We have no later advices from that city.

In Vidalia, Louisiana, a village with only a few hundred inhabitants, there have been [illegible] of which resulted fatally.

The Memphis *Appeal* has the following as to the probability of a spread of the disease:

The weather now prevailing here—warm with occasional showers—if it exist in a proportionate rate further south, cannot help but add to the virulence of the disease, and until a change of atmosphere takes place there is little hope for the disappearance of the disease. Despite the assertions of sensationalists to the contrary, there has not been a case of sickness originating in Memphis this season that could be considered analogous to yellow fever, and there is nothing to fear from that scourge so late in the season.

France has paid sixty-five million pounds sterling of the two hundred million indemnity she has to pay to Germany. The remaining one hundred and thirty-five million is to be paid in three years. Payments are made in coin which Germany is locking up. Hence the present disturbance in the European money markets.

BY TELEGRAPH.

To the New Orleans Bee.

FOREIGN NEWS.

Disarmament of National Guards Nearly Completed.

Further Arrests of Conspirators at Barcelona.

Warlike Implements Discovered.

HOME NEWS.

Ku-Klux Arrests Considered in the Cabinet.

Bids for New Post Routes.

Yellow Fever Still at Charleston.

Miscellaneous Matters.

FOREIGN INTELLIGENCE.

Paris, Oct. 31.—It is thought that none of the Communists remaining in prison will be executed, with the exception of M. Ferré.

Paris, Oct. 31.—The disarmament of the National Guards throughout France is nearly completed.

The General Council of Corsica is engaged in a hot discussion over a motion to annul the election of M. Conti, formerly Private Secretary to the ex-Emperor.

London, Oct. 31.—The *Gazette* publishes the new regulations made to carry out the provisions of the bill for the abolition of the purchase system in the army. The main feature of the regulations is a rigid examination which all applicants are required to pass before they can receive a military commission.

A meeting of the holders of Spanish bonds was held to-day. A committee was appointed and instructed to vigorously oppose the threatened tax of 18 per cent on Spanish coupons.

London, Oct. 31.—An address to the ex-Emperor Napoleon is circulating for signatures among the officers and soldiers who served in the army under the Empire. When a sufficient number of signatures have been obtained, it will be forwarded to Chiselhurst. The contents have not been made public.

London, Oct. 31.—The Mansion House funds for Chicago amounted last night to £44,500.

The Prince of Wales has subscribed £100.

Geo. Odger, late candidate for Parliament from Lambeth in the workingmen's interest, has written a letter concerning the list of subscriptions, charging the aristocratic circles with a want of charity.

Liverpool, Oct. 31.—Arrived: Bark Meteor.

Dublin, Oct. 31.—The trial of Kelly for the murder of Constable Talbot, creates much excitement. The police are hissed and the prisoner cheered in passing from the prison to the court-room. There have been no disturbances of a serious character, however.

Brussels, Oct. 31.—The King of Belgium has made a donation of 2500 francs for the Chicago relief fund.

Madrid, Oct. 31.—Further arrests of conspirators have been made at Barcelona, and additional evidences have been drawn to light. Stores, arms, bombs and other warlike implements have been discovered. The International Society is at the bottom of the plot, and among the men arrested was one of the foremost members of that organization.

FROM HAVANA.

Havana, Oct. 31.—The Spanish man-of-war Pizarro leaves to-day, to go eastward. Others are to follow.

FROM WASHINGTON.

Washington, Oct. 31.—There was a full Cabinet to-day. W. F. Forbes, Pension Agent at Philadelphia, charged with $60,000 defalcation, has been suspended.

General Sherman leaves Boston next week for a six months European visit.

There are assurances that Col. J. G. Stokes, of Alabama, will be appointed Consul to Rio de Janeiro.

The Postoffice Department was engaged to-day considering bids for uncontracted with contracts. The routes include West Virginia, 3; Virginia, 71; North Carolina, 1; Georgia, 4; Florida, 2; Alabama, 78; Mississippi, 2; Arkansas, 50; Louisiana, 13; Texas, 46.

There are good assurances that no change will be made in the Savannah Custom House, notwithstanding the efforts made for Collector Robb's removal.

Washington, Oct. 31.—It has transpired that there has been much strife in bidding for Southern mail contracts opened to-day and the Attorney General's opinion compels the Postmaster General to award the contracts to the lowest bidder. It is probable that most of the temporary contracts made last July to end December 31st, as until otherwise ordered by the Postmaster General will be continued until the next annual letting.

Washington, Oct. 31.—New geographical boundaries and a change of commanders of departments is pending, and caused excitement in military circles. *On dit* that Gen. Sheridan will be assigned to the Department of the South.

WEATHER REPORT.

Washington, Oct. 31.—Synopsis for the past 24 hours.—The high barometer which existed Monday afternoon on the Atlantic coast, has fallen, with easterly winds and increasing cloudiness on the south Atlantic, with southerly winds on the middle and east Atlantic coast. The low barometer in Texas has moved northeast into Indiana, with northwesterly winds and falling temperature in the southwest. Southerly winds and rain from Arkansas to the Ohio. Northeasterly winds on Lake Erie and brisk northerly winds on Lake Michigan. The barometer continues high, with clear weather, in Minnesota. The temperature has risen in the middle and south Atlantic, but is fallen or stationary elsewhere.

PROBABILITIES.

The barometer will probably continue to fall on the Atlantic coast, with south-easterly winds and cloudy weather and rain on Wednesday from New England to North Carolina. Rising barometer, with westerly winds on the Gulf coast. The low pressure in Indiana will probably move northeastward, with easterly winds veering to south and southwest on Lake Erie, and northeasterly winds backing to the northwest on Lake Michigan. Cloudy and rainy weather continues on the lower lakes, and clearing weather on Wednesday succeed to the rain of to-night on the upper lakes. Cautionary signals are ordered for Chicago, Milwaukee and Grand Haven, and continue this evening at Detroit, Toledo and Cleveland.

Washington, Oct. 31.—Ku-Klux arrests were considered in the Cabinet to-day. Applications for bail were referred to the Attorney General, he having exclusive control.

Vienna, Oct. 31.—The resignation of Hohenwarthe, the Minister, has been formally accepted. Baron Holygetham has been named for the new Ministry. Holygetham was Minister of Finance in the [illegible] Cabinet.

MISCELLANEOUS INTELLIGENCE.

New York, Oct. 31.—Arrived: City of Charleston. Arrived out: City of Brussels. She encountered a hurricane off the coast of Ireland yesterday; the fourth officer was washed overboard, and several of the crew injured.

New York, Oct. 31.—To-morrow, Wednesday, will be a holiday in the Stock market, it being bank settlement day. It is thought that the bank rate of interest will be reduced on Thursday.

Memphis, Oct. 31.—The gin house of G. L. Blythe, at Horn Lake, Mississippi, burned yesterday with 16 bales of cotton. Loss $6000.

The crew of the steamboat Mary [illegible] attacked the mate here yesterday morning, and but for the prompt arrival of the police would have murdered him. During the difficulty the mate shot one of the party, wounding him severely. Several of the mutineers were arrested, but the ringleaders escaped.

Philadelphia, Oct. 31.—The Enterprise Insurance Company has suspended.

Concord, N. H., Oct. 31.—Eighteen hundred sheep and six horses from Canada were seized here to-day for undervaluation.

Oswego, Oct. 31.—An old tannery boiler exploded. One killed and [illegible].

Boston, Oct. 31.—The United States steam frigate Franklin, which has been stationed in [illegible] ...

Philadelphia, Oct. 31.—The following is the report of the Board of Health [illegible] ...

Charleston, Oct. 31.—There were [illegible] deaths from yellow fever to-day.

FOREIGN MARKETS.

Liverpool, Oct. 31—Evening.—Cotton closed active and firmer; [illegible] Orleans 9½d. [illegible]

Paris, Oct. 31.—Rentes 57 and 55.

DOMESTIC MARKETS.

New York, Oct. 31—Evening.—The Money market was quiet and easy during the [illegible] ...

New York, Oct. 31—Evening.—[illegible] ...

New York, Oct. 31.—Cotton market firm; [illegible] ...

St. Louis, Oct. 31.—Cotton dull and prices are nominal [illegible] ...

Cincinnati, Oct. 31.—Cotton dull and prices are drooping [illegible] ...

Galveston, Oct. 31.—Cotton firm; good ordinary [illegible] ...

Savannah, Oct. 31.—Cotton in good demand and firm [illegible] ...

Charleston, Oct. 31.—Cotton firm [illegible] ...

Mobile, Oct. 31.—Cotton quiet [illegible] ...

Memphis, Oct. 31.—Cotton firmer [illegible] ...

Boston, Oct. 31.—Cotton quiet and steady [illegible] ...

Wilmington, Oct. 31.—Cotton market quiet [illegible] ...

Norfolk, Oct. 31.—Cotton market firm [illegible] ...

Philadelphia, Oct. 31.—Cotton quiet [illegible] ...

Baltimore, Oct. 31.—Cotton market steady [illegible] ...

Louisville, Oct. 31.—Tobacco firm [illegible] ...

RIVER NEWS.

[illegible]

FROM SOUTHWEST PASS.

Southwest Pass, Oct. 31—6 P. M.—Barometer 30.10. Wind northwest—fresh.
Arrived—Brig Lizzie M. Merrill, Gall, master, 14 days from New York, with a general cargo, to Geo. W. Hynson & Co.
No departures.

[illegible]

CITY INTELLIGENCE.

[illegible]

COMMERCIAL.

OFFICE OF THE BEE, Tuesday Evening, Oct. 31, 1871.

[illegible]

MONETARY AND FINANCIAL.

[illegible]

AMUSEMENTS.

St. Charles Theatre.

[illegible]

CHICAGO FIRE!!!
THE NATIONAL ELGIN WATCH CO.
[illegible]
THE NATIONAL WATCH CO.
[illegible]

CIVIL SHERIFF'S OFFICE.
[illegible]

BEALS & LAINE,
DEALERS IN COAL.
[illegible]

For Rent.
[illegible]

To Rent.
[illegible]

Wanted.
[illegible]

Sugar, Molasses and Syrups.
[illegible]

Richards' Cape Line!
[illegible]
NEWTON RICHARDS.

Locquet Institute.
MISS M. A. BURR,
[illegible]

Money—Money.
[illegible]

Brown's Lumber Yard.
[illegible]
JOSEPH A. BROWN.

J. E. MERILH & Co.,
Leather and Shoe Findings.
[illegible]

RAMPART ACADEMY,
[illegible]

LEEDS' FOUNDRY
[illegible]

Carriages, Buggies, Jersey Wagons and Harness.
[illegible]

Dr. J. B. Perez.
[illegible]

O. S. HUNT & Co.,
[illegible]

Saw-Mill for Sale.
[illegible]

Notice.
[illegible]

Agents Wanted.
[illegible]

Wanted.
[illegible]

COBB, DOLHONDE & CO.
[illegible]

COBB, DOLHONDE & CO.,
[illegible]

FERTILIZERS.
[illegible]

Carpet Warehouse.
[illegible]

Roofing Tiles.
[illegible]

Chicago Sufferers.
[illegible]

LEBLANC & BECK,
COOPERS.
[illegible]

To the Public and Tax-Payers.
[illegible]

Chopin Oak Wood Co.
[illegible]

GROVER & BAKER'S
Sewing Machines.
[illegible]

RAILROADS.

New Orleans, Mobile and Texas Railroad.
Change of Schedule.
[illegible]

Morgan's "Louisiana and Texas Railroad."
[illegible]

TRAVELERS ATTENTION!!!
The New Orleans, Jackson and Great Northern
AND
Mississippi Central Rail Roads
[illegible]

Pontchartrain Railroad.
[illegible]
G. PANDELY,
General Superintendent.

Dr. G. A. BETANCOURT,
SURGEON DENTIST.
[illegible]

$20 ONLY—ONLY $20.
[illegible]

Dr. CHAS. E. KELLS,
DENTIST.
[illegible]

Merchants' Mutual Insurance Company of New Orleans,
[illegible]

JOS. BRANDNER,
MERCHANT TAILOR,
34—Bourbon—34
Between Customhouse and Bienville,
NEW ORLEANS.

STEAMSHIPS.

For New York
[illegible]

For New York Direct.
[illegible]

For Philadelphia, via Havana.
[illegible]

TEXAS.

Morgan Lines U. S. Mail Steamers.
[illegible]

IRISH ROOFING FELT.
[illegible]

NEW PREPARED ROOFING
[illegible]

Louisiana Savings Bank.
SAFE DEPOSIT COMPANY.
[illegible]

The Salamander Fire Insurance Company.
[illegible]

Armstrong's
Foundry and Boiler Manufactory.
[illegible]

To Factors and Planters!
[illegible]

A. CARRIERE,
[illegible]

GEO. MERZ,
OLD BASIN BREWERY.
[illegible]