L'Abeille de la Nouvelle-Orléans.
Bureaux 73 rue de Chartres.

NOUVELLE-ORLEANS.
SAMEDI, 18 NOVEMBRE 1893.

VAPEURS.

Mandeville, Madisonville et Covington.

LE STEAMER NEW CAMELIA

Commençant le 9 octobre 1893,

Partira de MILNEBURG à l'arrivée des trains du depôt Pontchartrain, au pied des Champs-Elysées :

Les Mardis, à l'arrivée du train de 1 h. P. M.
Les Jeudis, " " 1 h. P. M.
Les Samedis (Mandeville et Madisonville). " 3 h. P. M

Pour le retour, partira de Madisonville :

Les Lundis : 5.45 A. M.
Les Mercredis, Old Landing : 7.00 A. M.
Les Vendredis, " : 7.00 A. M

Si l'eau et le temps le permettent.

EXCURSIONS:

Tous les Dimanches, par le train de 8 h. A. M

Frêt reçu tous les jours à la gare du chemin de fer Louisville & Nashville, à la tête de la rue Girod.

W. G. COYLE & CIE., Agent
30avril— No 47 rue Carondelet.

COMPAGNIE GENERALE
TRANSATLANTIQUE
Entre New-York et le Havre.

Les magnifiques navires de cette ligne favorite pour le continent (cabines pourvues de soumettes et lumière électrique), partiront de la jetée No 42 de la rivière du Nord, au pied de Morton Street, tous les samedis.

LA TOURAINE, Frangeul, samedi 18 novembre
LA CHAMPAGNE, Laurent, samedi 25 novem.
LA BRETAGNE, Collet, samedi, 2 décembre

Prix du passage pour le Havre.

Vin compris dans toutes les classes.

Première cabine.....$80 et $100 et au-dessus, selon les accommodations.
Deuxième classe.....$60
Entrepont, $24 50, avec aménagement supérieur comprenant vin, literie et ustensiles.

Billets, aller et retour, à prix réduits.

EMMANUEL R. PREVOST,
Agent général du Sud,
45 rue Baronne

CROMWELL STEAMSHIP CO.
POUR NEW-YORK DIRECTEMENT.

Steamers:

HUDSON.....Mercredi, 22 novembre.
LOUISIANA.....Mercredi, 29 novembre.
NEW ORLEANS.....Samedi, 2 décembre.

Partiront de leur quai à 8 a. m. au pied rue Toulouse.

Assurance de Marine sur Cargaison au Quart pour Cent.

Taux et Connaissements Directs donnés pour tous les points de la Nouvelle-Angleterre et de l'Etranger.

Ces steamers font connection à la Nouvelle Orléans avec le Texas and Pacific Railroad formant la CROMWELL PACIFIC THROUGH LINE entre New York, Boston, Philadelphie, Baltimore et les principaux points de l'Est et ses principaux endroits du Texas, de la Louisiane, Nouveau Mexique, Colorado, Arizona et Californie, et avec d'autres lignes de chemins de fer et de steamships pour diverses points en Louisiane, Alabama et Mississippi, et les rivières Rouge et Mississippi.

Les agents, sont pour passagers ne peuvent être surpassés.

Pour fret ou passage s'adresser
ALFRED MOULTON & CO.
4 mai—1 an Rue Carondelet No 41

CHEMINS DE FER.

ILLINOIS CENTRAL R.R

Service en vigueur depuis le DIMANCHE, 5 novembre 1893.

A partir de et après la susdite date les trains à passagers de l'Illinois Central Railroad arriveront et partiront comme suit :

DEPARTS.

No 26. Malle locale et Express..... 7.30 a. m.
No 4. Chicago Limited .....11.30 a. m.
No 2, Malle Rapide.....6:00 p. m

ARRIVEES.

No 25, Malle locale et Express.....9 30 p. m.
No 3. Nouvelle Orléans Limited..... 7.35 p. m.
No 1. Malle Rapide.....8:30 a. m.

Nos 25 et 26 ferout le trajet entre Jackson Miss. et la Nlle-Orléans seulement. No 4 aura un char Dortoir direct jusqu'à Sioux City, Iowa, via Chicago et Dubuque. No 2 aura un char Dortoir direct jusqu'à St-Louis et Chicago; aussi char à fauteuils se renversant jusqu'à Chicago.

J. W. COLEMAN, A. G. P. A.
O. M. DUNN, Sur. Division de la Louisiane.
1er mars—

YAZOO AND Mississippi Valley R. R CO.

Heures d'arrivées et de départs le 22 juillet 1893.

Les trains de l'Illinois Central partiront de la Station des Passagers, coin avenue Howard et rue Romparte.

	Départs.	Arrivés.
Kansas City et Memphis	5.00 p. m.	8.45 a. m.
Vicksburg & Natchez Ex	5.35 p. m.	10.00 a. m.
Baton Rouge Accom'n	3.40 p. m.	10.00 a. m.

La seule ligne ayant des trains solides entre la Nouvelle-Orléans, Memphis et Vicksburg, avec des Chars Dortoirs Modernes Pullman Buffet à Memphis et Kansas City.

La route directe et la favorite pour Kansas City, Omaha, Denver et tous les points de l'ouest.

La ligne la plus courte pour Hot Springs et des parties de l'Arkansas et du Nord de la Louisiane.

Billets d'agréments, passes, taux de parties et excursion fin de semaine.

Les billets pour excursion d'été en vente dans la saison.

Le Bureau des Billets, coin des rues Canal et Commune.

A. B. HANSON, Gen. Pass. Agt.
J. W. COLEMAN, Asst. Gen. Pass. Agt.
30 jun.—

Route du Sud de la Nouvelle-Orléans du Texas et de la Californie.

Southern Pacific Co. Les trains arrivent et partent du dépôt à la tête de la rue Esplanade (Morgan Ferry Landing).

Départ de la N-Orléans	Arrivée à la N-Orléans
San Antonio Express.. 5:20 p m	San Antonio Express.. 7:05 p m
California Express, daily: 9:10 a m	California Express, daily 10:55 pm

Pullman Sleepers entre New Orleans et San Francisco par l'Atlantic and Pacific Express. Pullman sleepers de la Nouvelle-Orléans à San Antonio et New Orleans à Galveston par le train partant de la Nouvelle-Orléans à 5:20 P. M. Pullman Buffet Sleepers entre la Nouvelle-Orléans, Durango et la ville de Mexico sur le train partant à 10 10 A. M.

Jonction à Houston avec tous les chemins de fer de ce point. Billets à vendre et places dans des chars-dortoirs réservés jusqu'à 3:00 p.m. bureau coin St-Charles et Canal ou à l'embarcadère du depôt du Ferry.

J. KRUTSCHNITT, Gen'l Manager.
J. G. SCHERER, Traffic Manager.
W. C. WATSON, Gen. Pass. Agt.
1er fév—1an

Chemin de fer Louisville & Nashville.

ANCIEN ET SUR.
EXPRESS LIMITÉ CHAQUE JOUR AVEC CHARS VESTIBULES DE PULLMAN.

Pour Montgomery, Birmingham, Nashville, Louisville, Cincinnati, Atlanta, Jacksonville, Washington, Baltimore, Philadelphie et New York.

DIRECTE SANS CHANGEMENT.

No.	Arrivés.	No.	Départs
3 Ex. Rapid.	7.35 a.m.	6 Mal. Rap.	7.45 a.m.
7 Accom. côte.	9.00 a.m.	4 Exp. Rap.	10.55 a.m.
1 Exp. Lim.	4.45 p.m.	8 Accom. côte	3.45 p.m.
5 Mal. Rap.	7.15 p.m.	2 Exp. Lim.	7.50 p.m.
Excur. dim.	9.40 p.m.	Excur. dim.	7.55

Bureau pour la vente des billets, coin St Charles et Commune. Bureau de billets de gare, au pied de la rue du Canal.

Notre service des chars vestibules limité de la Nouvelle-Orléans à New York se fait sans changement de plusieurs heures plus rapidement à tous les points correspondants Pas de prix de trajet supplémentaire exige sur ce train. Un char restaurant y est attaché et des repas sont servis en route

JOHN KILKENY, Div. Pass. Agen
C. P. ATMORE, G. P. A., Louisville, Ky.
5 mars—ag 31 déc

L'ABEILLE
DE LA
Nouvelle-Orléans
JOURNAL QUOTIDIEN.
AVEC UNE
EDITION HEBDOMADAIRE
L'EDITION HEBDOMADAIRE
Réunissant en un seul numéro toutes les nouvelles de la semaine, compte beaucoup d'abonnés et de lecteurs en Europe.
BUREAUX ET ATELIERS
No 73 Rue de Chartres,
ENTRE CONTI ET BIENVILLE.

CHARTER
—OF THE—
LOUISIANA TROY LAUNDRY COMPANY, Limited.

UNITED STATES OF AMERICA.
State of Louisiana,
City of New Orleans.

BE IT KNOWN, that on this Eight day of December, eighteen hundred and ninety two, before me, JAMES FAHEY, a notary public in and for this city and the parish of Orleans State of Louisiana aforesaid, duly commissioned and sworn and in the presence of the witnesses hereinafter named and undersigned, personally came and appeared, the several persons whose names are hereunto subscribed who severally declared, that availing themselves of the laws of this State in such cases made and provided, and of Act No 38 of the General Assembly of the State of Louisiana, approved Jun 29th, 1888, they do, by these present, covenant, agree and bind themselves, as well as such other persons who may hereafter become associated with them, to form themselves into and constitute a corporation and body politic in law for the objects and purposes and under the agreements, conditions and stipulations following to-wit:

ARTICLE FIRST.

The name and style of this corporation shall be the "LOUISIANA TROY LAUNDRY COMPANY, LIMITED," under which name it shall enjoy corporate existence and succession for ninety-nine years from the date hereof; to contract, sue and be sued; to purchase, sell, lease, hypothecate, mortgage and pledge property, real and personal, to borrow money, issue obligations and give security therefor; to elect officers and make by-laws and generally in the prosecution of its business, to do any act or make any contract competent to be made or done by corporations under the laws of this State.

ARTICLE SECOND.

The domicile of this corporation shall be in the city of New Orleans, State of Louisiana; all citations and other legal process shall be served on the President, and in case of his absence from the city or inability to act, on the Vice-President.

ARTICLE THIRD.

This corporation is established for the purpose of carrying on and conducting a general steam laundry business and to do and perform in connection therwith all and whatsoever that shall or may be requisite in the premises.

ARTICLE FOURTH.

The capital stock of this corporation is hereby fixed at Fifteen thousand Dollars, divided into One hundred and fifty shares of One hundred Dollars each, all of which have been fully paid, and the same shall only be transferable on the books of said Company upon the surrender of the outstanding certificates.

ARTICLE FIFTH.

The officers of this corporation shall consist of a President, a Vice-President and a Secretary-Treasurer who shall be elected by the stockholders on the second Monday of January of each year. The first annual election under this charter however shall take place on the second Monday of January 1894, up to which date the officers and Board of Directors herein named shall fulfill the duties of their respective offices. The said officers shall own not less than five shares of the capital stock each and shall constitute and be the Board of Directors of said corporation. The corporate powers of said corporation shall be vested in and exercised by the Board of Directors composed of the above said officers. A majority of said members of said Board of Directors shall constitute a quorum for the transaction of business. All elections for the above mentioned officers who, by virtue of their offices are ex officiis are the directors this corporat on shall be by ballot and shall be held at the office of the company under the supervision of three commissioners to be appointed by the officers acting as the Board of Directors. Ten days prior notice shall be given of such election by publication in one of the daily newspapers of New Orleans, and the officers then elected shall serve and continue in office until their successors shall have been elected and inducted into office. At all meetings of stockholders each stockholder shall be entitled to cast in person or by proxy one vote for each share of stock held by him and standing in his name on the books of said Company. At all elections a majority of votes cast shall elect or decide all questions before meetings. If at any time there should be a failure to elect officers as above provided, such failure shall not dissolve said corporation, but the then existing officers shall continue in office, and an election thereafter as possible an election shall be held, whereof ten days prior notice shall be given by publication in one of the daily newspapers in New Orleans, as aforesaid. Any vacancy occurring by death, resignation or other cause in the Board of Directors during their term of office, shall be filled by the remaining Directors.

ARTICLE SIXTH.

The first Board of Directors and Officers of this corporation shall be: Joseph Hernandez, President; Walter Hernandez, Vice-President, and Charles Hernandez, Secretary Treasurer. All contracts, obligations and checks of this corporation must be signed by the President and the Secretary-Treasurer.

ARTICLE SEVENTH.

This act of incorporation may be changed, modified or altered or said corporation may be dissolved at a special meeting of the stockholders convened for that purpose, after thirty days prior notice by publication in one of the daily newspapers of New Orleans with the assent of three-fourths of the stock represented at such meeting. Any change or alteration as to the capital stock of said company shall require the assent of the majority in amount of the entire stock of the corporation then subscribed and paid for and in addition thereto ten days notice in writing of any meeting called for that purpose and another notice shall be mailed to each stockholder as prescribed by law.

ARTICLE EIGHTH.

No stockholder shall ever be held liable or responsible for the contracts or faults of said corporation in any further sum than the unpaid balance if any, due by him on shares of stock owned by him, nor shall any mere informality in organization have the effect of rendering this charter null or of exposing a stockholder to any further liability than the unpaid balance due on his said stock.

ARTICLE NINTH.

Whenever this corporation shall be dissolved either by limitation or from any other cause, its affairs shall be liquidated under the supervision of three commissioners to be appointed from among the stockholders convened for that purpose after thirty days prior notice by publication in one of the daily newspapers of New Orleans, and with the assent of a majority of the capital stock, said commissioners to remain in office until the affairs of the corporation shall have been fully liquidated, and in case of the death of one or more of said commissioners, the survivor or survivors to select from among the stockholders a substitute or substitutes for such deceased commissioners.

Thus done and passed, in my office, the day, month and year aforewritten, in presence of Henry Peter Labatut and James Joseph Boyce, competent witnesses, who sign these presents with said incorporators and me, notary, after reading hereof.

Original signed: JOS. HERNANDEZ and others.
H. P. LABATUT.
JAS. J. BOYCE.
JAS. FAHEY, Not. Pub.

I, the undersigned Recorder of Mortgages in and for the Parish of Orleans, State of Louisiana, do hereby certify that the foregoing act of incorporation of the "Louisiana Troy Laundry Company, Limited," was this day duly recorded in my office in book 488, folio 90.

New Orleans, La., december 16th, 1892.
Signed: JOS. RAIT
(Seal) R. M.

I certify the foregoing to be a true and correct copy of the original act of Incorporation of the "Louisiana Troy Laundry Company Limited" on file and of record in my office, as of the Recorder of Mortgages thereto annexed and made part thereof.

As witness my hand and seal at New Orleans La., this 22nd December A. D. 1892.
JAS. FAHEY,
Not. Pub.
No 162 Common street.
25 déc—5fen 301

Scientific American Agency for
PATENTS
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For information and free Handbook write to MUNN & CO., 361 BROADWAY, NEW YORK.
Oldest bureau for securing patents in America. Every patent taken out by us is brought before the public by a notice given free of charge in the
Scientific American
Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address, MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

THE NEW ORLEANS BEE
(L'Abeille de la Nouvelle-Orléans).

A Daily Newspaper, established on the 1st September, 1827, and universally known throughout Louisiana and the neighboring States. The "Bee" is now published exclusively in French, and is the acknowledged organ of the Franco-American population. A very valuable family paper and specially recommended to those of our American readers, ladies and gentlemen, who wish to enhance their knowledge of the French language.

Subscription Terms:

By Mail—Payable in advance, postage prepaid.

Per annum, $12; six months, $6; three months, $3; one month, $1.

Weekly (8 double pages) published Saturday Morning.

Per annum. $3; six months, $1.5 three months 75 cents.

Ligne la plus courte de 94 milles entre la Nouvelle-Orléans et Cincinnati.
Trains Elégants-Vestibules Eclairés au Gaz.

	No 2 Limited	No 4 Fast Mail.
Part de la N.-Orléans	7:50 p. m.	12:15 a. m.
Arrive à Meridian...	2:00 a. m.	6:50 p. m.
Arrive à Birmingham	4:40 a. m.	12:45 a. m.
Arrive à Chattanooga	11:00 a. m.	6:00 a. m.
Arrive à Burgin.....	7:55 p. m.	4:00 p. m.
Arrive à Lexington..	8:05 p. m.	4:15 p. m.
Arrive à Cincinnati..	10:40 p. m.	7:20 p. m.

Le Queen and Crescent and East Tennessee sont les seules lignes ayant des chars dortoirs-vestibules de la Nouvelle-Orléans à New York via Lookout Mountain et Shenandoah Valley avec char-buffet sans parell pour New York et Washington.

Chars dortoirs-vestibules allant directement à Chicago.

Bureau des Billets du Q. & C., 34 rue St-Charles.

W. C. RINEARSON, Gen'l Pass. Agent, Cincinnati, O.
R. H. GARRATT, Div. Pass. Ticket Agent New Orleans.
2 janv—

ASSURANCES.

Dixième Etat Annuel
—DE LA—

Southern Insurance COMPANY,
OF NEW ORLEANS.

(Compagnie d'assurances du Sud de la Nile-Orléans.)

La Compagnie, conformément à sa charte, publie l'état suivant de ses affaires endant l'année écoulée le 31 Décembre 1892:

Primes reçues:		
Sur risques d'incendie.....	$569,136 96	
Sur risques de rivières	12 448 58	
Sur risques de mer...	7,088 33	
		$588,673 87
A ajouter:		
Primes non acquises de 1891.....		138,565 59
Total des primes.....		$727,239 46
A déduire:		
Primes non acquises de 1892.....		154,936 89
		$572,302 57
A déduire:		
Primes remboursées et cancellations..	$32,160 81	
Réassurances.....	48 572 87	
		$130,733 68
Primes nettes.....		441,568 89
A ajouter:		
Intérêt et profits et pertes.....		21,398 82
Revenu total.....		$462,967 71
A déduire: Pertes payées		
Sur risques d'incendie.....	$292,913 29	
Sur risques de rivières	4,184 09	
Sur risques maritimes	1,267 83	
Total pertes payées	$297,365 21	
Commissions.....	75,828 65	
Taxes et licences....	12,465 33	
Dépenses, bureau local et agences, salaires, loyer, impressions, Board of underwriters, Patrouille de Compagnies d'assurances frais judiciaires.....	51,963 31	
Total des débours.....		$437 622 50
Balance.....		$25,345 21
Réservé pour pertes non payées et non ajustées.....		43,910 48
Moins balance comme ci-dessus..		25,845 21
Pertes sur les affaires de 1892.....		$18,565 27

Charge au fonds de réserve, laissant une balance de $14,264 90 au crédit du dit fonds.

ACTIF
(A la valeur du marché.)

Comptant en main.....	$66,766 05
$114,740 bons à prime de la ville de la Nile-Orléans.....	194,955 80
$85,000 bons consolidés de la Nile-Orléans, émission Crescent.....	88,400 00
$93,000 bons des Etats-Unis, 4 pour cent.....	25,500 00
$30,000 bons de la Louisiane 4 pour cent.....	28,800 00
Prêts sur demande garantis par dépôts de titres (collatéraux).	5,125 00
Une action du capital du La. Stock Exchange.....	125 00
Une action French Opera House Co.....	100 00
25 actions de la N. O. Warehouse Co	525 00
Un bon de la St Bernard Steam Engine Fire Co.....	50 00
Primes en cours de perception.....	97,180 42
Meubles, accessoires ou fixtures, hampes, etc., bureau local et agences.....	3,649 00
	$514,156 27

PASSIF.

Capital-actions.....	$300,000 00
Fonds de surplus.....	14,264 90
Réservé pour risques non expirés	154,936 89
Réservé pour pertes non payées et non ajustées.....	43,910 48
Dividendes non payés.....	1,044 00
	$514,156 27

L'état ci-dessus est une copie exacte et correcte des livres de la Compagnie.

ERNEST MILLEDEGE, Président.
SCOTT McGEHEE, Secrétaire.

Fait et signé sous serment devant moi ce jour. Nouvelle-Orléans, 18 janvier 1893.
M. T. DUCROS, notaire.

Nous, membres du Comité de finances de la Southern Insurance Company of New Orleans, certifions par le présent, après ne nous être assurés de l'actif de la compagnie, que l'exposé ci-dessus en représente correctement la situation.

Nile-Orléans, Lne, 2 janvier 1893.
(Signé): FRANK RODER.
THOS. J. WOODWARD,
JOS. SCHWARTZ,
J. E. MENGE,
Comité de finances.

Vingt-sixième Etat Annuel
—DE LA—
Compagnie d'Assurances Germania
Incorporée 20 février 1866.
Réincorporée 17 janvier 1891.

CONFORMÉMENT à ce qu'exige sa charte cette compagnie publie l'état suivant pour l'année se terminant le 31 décembre 1892:

Primes sur incendies..	$249,094 85	
Primes maritimes.....	56,839	
Primes sur rivières..	1 179 55	
		$251,265 34
A ajouter: Primes non expirées de 1891...	44,850 20	
Total.....		$296,105 54
A ajouter: Intérêt et profits et pertes....	$26,084 18	
Moins salaires et dépenses générales....	12,887 95—	13,196 23
Fonds de surplus, 1891.....		21,490 82
Total.....		$330,792 59
Pertes payées:		
sur risques de feu....	$152,018 87	
Sur risques maritimes	176 44	
Sur risques de rivières	928 83	
	$153,124 14	
Réassurances.....	43,744 81	
Primes remises et commissions.....	59,380 68	
Taxes, Etat et de ville, Board of Underwriters, et souscriptions.....	8,718 29	264,967 92
Profits bruts.....		$65,824 67
Réservé pour:		
Primes non expirées de 1892.....	$47,378 85	
Pertes d'incendies non payées.....	11,964 13	
Fonds de surplus.....	6,481 69	
	$65,824 67	$65,824

ACTIF.

Billets pour primes.....	$27 68
Primes en voie de collection.....	49,004 92
Prêts sur nantissement.....	4,475 00
Prêts sur hypothèques.....	2,200 00
Bons des Etats-Unis, bons consolidés de ville et bons à primes.....	85,942 50
Stocks de banques, d'assurances et autres.....	31,717 50
Bons hère hypothèques, Weckerling Brewing Co.....	5,250 00
Propriétés foncières.....	56,814 84
Meubles de bureau et accessoires..	4,913 14
Argent comptant et en banque.....	15,479 12
	$265,824 67

PASSIF.

Capital-actions.....	$200,000 00
Fonds de surplus.....	6,481 69
Réserve pour primes non expirées..	47,378 85
Réserve pour pertes non payées sur incendie.....	11,964 13
	$265,824 67

Cet exposé est une copie juste et correcte des livres de la compagnie.

J. HASSINGER, Président.
J. E. MERILH, Vice-Président.
EMIL WEBER Secrétaire.

Fait et signé sous serment devant moi, le Nouvelle Orléans, ce 13me jour de janvie 1893.
FRANK ZENGEL, Notaire.

DIRECTEURS.

J. J. WECKERLING, J. B. MEYERS, J. HASSINGER, A. G. RICKS, LOUIS GRUNEWALD, GEO. LIEDLICH, FRANK VATTER, JOHN G. MOLL, J. E. MERILH, D. BERNHARDT, J. J. LAGOLLE, M. VONDERBANK, F. W. DIELMANN, EMIL WEBER, A. THIESEN

LE FRANCO-LOUISIANAIS,
JOURNAL HEBDOMADAIRE
PARAISSANT LE SAMEDI.
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Bureau: 103 rue de Chartres, Nouvel Orléans, La.
2 nov—

CHEMINS DE FER.

Heures d'arrivée et de départ.

Arrivée. Départ.

LOUISVILLE AND NASHVILLE

No 2 Fast Ex..7:35 am	No 6 Fast Mail..7:45am
No 7 Coast Acc.9:05 am	No 5 Fast Ex..11:00 am
No 1 Lim. Ex. 5:15 pm	No 8 Coast Acc 3 35 pm
No 5 Fast Mail.7:20pm	No 2 Lim. Ex 7:50 pm
Exc. dimanche et mercredi.....9:35pm	Exc. dimanche et mercredi.....7:55am

ILLINOIS CENTRAL.

No 25, Local Mail and Express. 9:30pm	No 26, Local Mail and Express..7:00am
No 3. New Orleans Limited.....7:35pm	No 4, Chicago Limited.....11:30am
No 1, Fast Mail.8:30am	No 2, Fast Mail 6 00pm

YAZOO AND MISSISSIPPI VALLEY RAILROAD.

No 1, Memphis and Kansas City Fast Train...8:45am	No 2. Memphis and Kansas City Fast Train.....5:00pm
No 3, Vicksburg Express.....5:35 p.	Vicksburg Express.....8:10 a
Baton Rouge accommodation.....10:00 am	Baton Rouge accommodation.....3:40pm

QUEEN AND CRESCENT ROUTE.

No 1 Limited 10:30 am	No 2 Limited..7:50 pm
No 3 Fast Line.7:25 am	No 4 Fast Line.12:15am

TEXAS AND PACIFIC

No 54, Cal. Ex.7:00 pm	No 53, Cal. Ex..8:15 am
No 52, Hot Springs & St-Louis Ex..6:50am	No 51, Hot Springs & St-Louis Ex..8:20pm
Local.....10:05am	Local.....3:50pm

SOUTHERN PACIFIC COMPANY.

San Antonio....7:00pm	California Ex..9:10am
California Ex. 10:55am	San Antonio....5:20pm

MAST LOUISIANA RAIL ROAD.

Dimanche.

No 9.....6:25 pm	No 10.....8:00 am
Tous les jours le dimanche excepte.	
No 7.....8:20 am	No 8.....4:00 pm

NEW ORLEANS AND SOUTHERN RAILROAD.

Pte-la-Hache....9:00 am	Pte-la-Hache..7:00am
Shell Beach.....4:15pm	Shell Beach.....5:00pm
Shell Beach.....2:40pm	Shell Beach.....10:00am

Dimanche.

Pte-la-Hache...9:40 am	Pte-la-Hache & Shell Beach...7:15am
Shell Beach...9:40 am	Pte-la-Hache & Shell Beach..4:40pm
Shell Beach & Pte-la-Hache. 7:00pm	Shell Beach...5:00 am

NEW ORLEANS, FORT JACKSON AND GRAND ISLE R. R.

Tous les jours.

Alger.....10:00 am	Alger.....4:30 pm

Tous les jours excepté le dimanche

Alger.....8:05 pm	Alger.....8:00 am

Dimanche seulement.

Alger.....6:40 pm	Alger.....8:00 am

NOUVELLES MARITIMES.

Avis aux Navigateurs.

Une succursale du Bureau d'Hydrographie des Etats-Unis est établie dans une des salles de l'Association maritime de notre ville; et l'officier qui en a la direction sera heureux d'y recevoir les capitaines de navires pour leur donner, à titre gracieux, les renseignements les plus récents à l'égard des eaux navigables du monde entier.

Le Bureau est pourvu des cartes de Pilotes les plus nouvelles qu'il distribuera aux commandants de navires. Ces derniers y trouveront également une collection de tableaux préparés avec soins indiquant les informations désirables relatives à la navigation et aux côtes, de même que toutes les dernières cartes que publient le Bureau d'Hydrographie des Etats-Unis, et les cartes du capital du La. Stock Exchange.

Un globe (Time-Ball) régi par l'observatoire naval à Washington, tombe tous les jours, à midi précis, au sommet de la Bourse du Coton à midi précis, heure de Washington, (75me méridien qui correspond à 11 heures A. M. à la Nouvelle-Orléans (90me méridien.)

W. S. HUGHES,
Lieut. de la Marine des E.-U. préposé au bureau.

Nous appelons l'attention des capitaines de navires partant de la Nouvelle-Orléans sur les informations ci-dessus qui peuvent leur être utiles. Nous les donnons, pour être plus précis, dans le texte anglais:

SUCCURSALE DU BUREAU HYDROGRAPHIQUE DES ETATS-UNIS.

Forecast for November.—Frequent gales between the New England coast and the British Isles and as far south as the 40th parallel. Between latitudes 35° N. and 40° N. and east of longitude 70° W., occasional gales, some of which may be quite severe. Fog on the Grand Banks, but at intervals only. Some ice-berg in the vicinity of Belle Isle, probably none south of the 50th parallel.

Dangerous Obstructions Along the Coast.

Note.—This list is compiled from all available data, and is corrected up to the hour of going to press. Reports as to the continued existence or removal of any of these obstructions are specially requested from masters passing in their vicinity.

Dangerous Obstructions to Navigation Along the Coast.

Nansset Light, Mass. N. 3/4 W. Chatham Light, W. by S. 3/4 S. Sunken wreck, one mast showing. Oct. 6.

Chatham Light, N. 58 1/4° W. mag. 4 5/8 miles: Sunken schooner "Anacis" spars showing. Sept. 9.

Oct. 11. Nansset Light bearing S 6 W., 1 1/2 miles, passes a sunken wreck with one spar standing and other floating alongside, but still attached.—"Addie Schlesier", sch.

New York Harbor: Ambrose channel, between No 1 and 3 buoys. Sunken tugboat "Talisman" Sept. 18.

Highlands of Navesink Lights N NW. 18 miles. Sunken barn schooner "Narragansett," topmasts showing. Sept. 24.

Barnegat, N. W. by N., 29 miles: Upright spar 15 feet out of water. Oct 1.

Absecon, N W. 15 miles: Sunken wreck with three masts showing. Sept 26.

Water tower Shell Lighship, W. by N. about 15 miles. A spar, in 17 fathoms. Oct. 10.

About 10 miles east of Cape Henry Light: Sunken 4 m. sch. "John Holland," two mast; standing; 19 feet of water over the hull. Sept. 30.

Frying Pan Shoals Lightship, NE. by E., 35 miles: Upright spar in 14 fathoms, 20 feet out of water, probably attached to a wreck. Oct. 1.

Cape Lookout Light bearing NW. 13 miles: Sunken schooner, one mast showing. Sept. 25.

The Lighthouse Board gives notice that the storm of October 12 so disarranged the buoyage of the Sixth Lighthouse District on the seacoasts of North Carolina, South Carolina, Georgia, and Florida, north of Jupiter Inlet, that many of the important buoys are out of position. Great caution should therefore be used by mariners in the above district until notice is given that the buoys have been replaced. Oct. 18.

Cape Romain Light, NNE. about 12 miles. Mast and gaff standing 10 feet out of water from supposed sunken wreck. Sept. 27.

REPORTING AND REMOVING WRECKS AND DEMELISTS.

There are 43 derelicts plotted on this Chart. The Wreck Chart published February 20, 1893, shows from statistics of five years an average of 16 derelicts constantly afloat on the North Atlantic and about eight collisions with these derelicts annually.

The Hydrographic Office has repeatedly called attention to the urgent necessity for the prompt destruction and removal of these menaces to navigation. The Navy Department has from time to time detailed vessels for this work of the Atlantic coast of the United States. Since 1886, vessels of the U. S. Navy have destroyed 33 wrecks, derelicts, &c., and have searched for many others. The U. S. dynamite cruiser "Vesuvius" is at present detailed for this work.

Recently, active official measures have been taken to invite international co-operation in the work of reporting, marking and removing wrecks and derelicts.

Commerce is greatly indebted to the voluntary co-operating observers of this Office for the prompt and careful reports of derelicts, wrecks, &c., sent by them to the Hydrographic Office on the blank forms provided. Some idea of the efficiency of this ocean patrol may be formed from the fact that this Office receives daily no less than 400 reports on various matters from vessels in the North Atlantic alone. This patrol will continue effective if the observers of the Hydrographic Office invariably report, as hitherto, both at home and abroad, every wreck or derelict seen, even at the risk of repeating reports made by others.

This custom of reporting wrecks has in a manner already become international through this Office, but removal or destruction should be done by international governmental co-operation.

The use of oil on seas.

During the tropical cyclones in August and October of this year, whose tracks have been plotted on the Pilot Charts, there was great loss of life and property in the interior along the Atlantic seaboard. The Chart now shows the general track of those storms by the string of wrecks and derelicts caused thereby. Consider ng the number and the severity of the storms there was less disaster than might have been naturally expected. That this was not greater was due in great part to the general use of oil. Many reports have been received to this effect from the co-operating observers of the Hydrographic Office.

Recently the use of soap-suds has been found to be of service. The grease of the soap-suds is the effective agent. It is recommended on the score of economy.

The report of Third officer Wendt, of the German S S. "Scandia," for October, 1892, states: "On the voyage from Hamburg to Philadelphia, during great storms and with high sea running, used oil and soap-suds both with great success every time."

The American brig "T. Towner," Dayton, on a voyage from St. Croix, West Indies, to New York, reports that: "After being crippled on August 21, by losing the foremast in a hurricane, we got into another on August 24, blowing severely from the SE. The sea was so terrific that, had it not been for the free use of oil over the bows, the vessel would have foundered."

The American steamer "Wm. Crane," Foster, from Baltimore to Savannah, August 27, encountered the hurricane between Cape Henry and Hunting Island: "Met tremendously high seas, which broke on board. Put three oil-bags over the bows and poured oil down the water closets. This saved the ship. No more seas came on board. Used six gallons of signal oil; half of it in the water closets."

Similar reports have been received from many other vessels: S. S. "Illinois," August 21; American brig "H. B. Hussey," August 23; British S. S. "Kansas," September 12; S. S. "Carib Prince," August 20; S. S. "Saratoga," August 26-28; S. S. "Jamaica," August 23; S. S. "Alvord," August 31 to September 2; S. S. "Orizaba," September 10-13; S. S. "Look more," September 13; S. S. "Wild Flower," September 12 and 13; S. S. "Switzerland," October 11-13; brig "G. B. Wright," October 11 and 12

NAVIGATION FLUVIALE.

Départs de bateaux à vapeur

SAMEDI, 19 NOVEMBRE 1893

Haut du fleuve—BELLE OF THE COAST, 12 M
Bayou Lafourche—ASSUMPTION, à 12 M
Bayou Lafourche—G. W. SENTELL, à 12 M
Vicksburg—T. P. LEATHERS, à 5 P M

VENDREDI, 17 NOVEMBRE 1893

EXPEDIES EN DOUANE

Steamship an El Sud, Higgins, New-York.
Steamship sep Espana, Carreras, Barcelone, via Cadiz.
Steamship norv Ryvengen, Smith, Bocas del Toro.
Steamship esp Navarro, Goicoechea, Liverpool

ARRIVÉS.

Steamship ang Cayo Romano, Widgery, Londres via Anvers
Steamship am El Paso, Gardner, New York.

BATEAUX A VAPEUR.

Stella Wilds, Alberta, Haut du Fleuve.
Assomption, Dodd, Donaldsonville.
Jesse K Bell, Libano, Waterloo.
St-John, Delabouneye, Donaldsonville.
Parlor City, Comstock, Haut du Fleuve.
Whitney Central, Bayou Gauche.
Valley Queen, Rea, Bayou Sara.
Lafourche, Charlet, Donaldsonville.
Mary Houston, Conners, New Hope.
Alvin Kouns, Bas du Fleuve.

Arrivages de produits

DONALDSONVILLE—par steamer St-John—52 boucts sucre 1189 barils sucre 431 barils mélasse

HAUT DU FLEUVE—par steamer Stella Wilds—373 barils sucre 241 barils mélasse

HAUT DU FLEUVE—par steamer Parlor City—1000 barils sucre 73 barils mélasse 25 sacs riz brut

BAS DU FLEUVE—par steamer Alvin—357 barils sucre 50 barils mélasse 284 sacs riz brut

DONALDSONVILLE—par steamer Assumption—1971 barils sucre 279 barils mélasse

NEW HOPE—par steamer Mary Houston—1569 barils sucre 410 barils mélasse 72 boucts sucre

DONALDSONVILLE—par steamer Lafourche—2064 barils sucre 605 barils mélasse 24 boucts sucre 5 sacs riz brut

BAYOU GOULA—par steamer Whisper—2700 barils sucre 404 barils mélasse 57 boucts sucre

WATERLOO—par steamer Jesse K Bell—