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arg-nt Artist of achange its yiall or et argent Montres et Bipenx de toutes sortes ré parés par des onvriers compétents.

## A LONG, LAZY VACATION.

If You Really Want One, Try a Houseboat.

OR A LAND YACHT MIGHT SUIT YOU

of Worry-A Sort of Gypey Life, With Rest and Exercise Properly Blended Some Pertinent Suggestions.

If you want to take a long, lazy vaca tion in which you can get as far away from work and worry, dust and noise, and the other ills that city folks must bear, let me suggest two ways in which it can be done—either put in two or three months on a houseboat or take a long jaunt in a land yacht.

A land yacht, by the way, is not a yacht at all, but a big covered wagon, similar to the prairie schooner in which the early pioneer made his way across



AN IDEAL HOUSEBOAT.

stern plains. Of course you are familiar enough with the theory of houseboating, for at least three popular anthors have written books with the houseboat as a theme. William Black's tale about "The Strange Adventures of Houseboat" and Frank Stockton's "Rudder Grange" have given us all a superficial knowledge of the delights and discomforts of living in a floating home, while John Kendrick Bangs queer conceit and fantastic yarn, "A Honseboat on the Styx," has given us many a chuckle, if no instruction on the

But most Americans have little practical experience in houseboating. There are a few wise souls, though, who have tested the houseboat and found it good. Still, on the thousands of noble streams which traverse our country, on the countless lakes which dot its surface and along all our great sweep of sea and lake coast houseboats are yet a novelty. There seems to be no good reason why this should be so. Perhaps it is because we are so imbued with the national char acteristic that to have fun we must work summer vacations, which should be seaons of rest and quiet enjoyment, in s leisurely, quiet manner. The most of us take to the cars and rush off to some popular watering place where fashion still has its hold on us and where all the poises and disturbing elements of town life follow us with execrable en

erprise.
Our English cousins—at least a goodly number of them—know how to do these things better than we. The his toric Thames, for instance, is populous every summer with houseboats. As many as 300 of these comfortable craft

loat on its waters every season. Some of them are owned by the people who occupy them, but many are rented by he week or month The English, though, were almost

forced to adopt this method of taking a summer's outing. Over there, where the great estates swallow up all the unim proved land, there is no such opportunity for camping as we have. Even the water is not wholly free, for every houseboat owner has to pay an annual tax of \$25, and there are certain parts of the rivers where he is not allowed to anchor. But the people seem to enjoy tions. Their fun is chiefly of a social nature, though, and to be invited to at tend a houseboat party is one of the ambitions of the junior clerk.

In comparison with these limited pleasures think of the unbounded possibilities for sport and lazy pleasures in drifting down one of our untrammeled waterways. There are few cities in the country where opportunities for houseting ore vo be found som n the vicinity. The noble Hudson is an ideal stream on which to journey in this way, and there are thousands of people in the cities which line its banks



HOUSEBOAT ON THE HACKENSACE who could conveniently indulge in the are were they so inclined. The Ohio, the Mississippi, the Connecticut, hundred other rivers furnish the same advantages.

While there has been in recent years a perceptible increase of houseboating on American waters it has not been great enough to make houseboats common or rob the sport of its charm of uniqueness. Pierre Lorillard was the wealthy New Yorker to take up the idea. He went into it as only a millionaire could, of course, and built s craft 200 feet long and furnished like a palace. He called it the Caiman, which is a technical name for alligator, and sentation of a crown and a bottle, and for several seasons the boat has been familiar to the watermen on Long Island country around the shores of Indian

river, Florida. The ordinary houseboat of the man of moderate means, however, is a much simpler affair. A square ended scow with straight sides will answer for a hull as well as anything else, although a more graceful shape may be secured

does not draw too much water, makes an excellent foundation for a houseboat The cabin should be as spacious as possi ble, but a little deck room should be lef forward and aft. In this country, where river waters are apt to be rough some times, houseboats are generally built with but one story above the deck. The roof of the cabin should be railed in and protected by an awning.

There should be plenty of windows in the cabin, and they should be of gener-ons width and as high as possible. The interior can be arranged to suit your individual fancy. There may be a large sitting room opening on the after deck several sleeping rooms connected with should be the galley, or kitchen, and the pends on the size of the boat. The upper quented and popular part of the floating There you can swing hammocks under the awning, spread rugs and pillows or scatter ease inviting steamer chairs about.

A crude form of houseboat that is very popular on the big western rivers is the shanty boat. Hundreds of them float the Mississippi and Ohio every year. They are the temporary homes of a rather shiftless class of people who might be described as water gypsies The shanty boat is roughly and cheaply constructed, and when it reaches the up, for it would cost more than the boat would be worth to have it towed back up the river. Even in the east rude houseboats are occasionally seen. In going through New Jersey not long ago l ran across one in the quaint old town of Hackensack. It was evidently the handi work of a carpenter who had deter mined to give his family a cheap outing on the raging Hackensack. He had transferred two stories of a cottage to the deck of a scow, and the result was a

most picturesque and novel looking craft. The fun that a family party can have in a houseboat can well be imagined. If con want to fish just drop a line over board and you can chat or read between bites, while if you have any luck you oatch can quickly be transferred to the frying pan. If you want exercise enough to induce an appetite, take the small boat which is in tow astern and explore the adjacent waters. If you are in a country where there is game, you can get out your gun, go ashore and tramp until you are tired of it. If you don'



INTERIOR VIEW OF A LAND VACHT. want to do a thing but just rest and b comfortable, why stow yourself away in idly" until dinner time. If you are floating down stream with the current, you can tie up or anchor wherever you wish. If you are in still waters and want to change anchorage, you can ge a tow from a tug or pole your home t

a new location. One of the luxuries with which som houseboats are equipped is a small naph tha launch which is useful for towing as well as a never failing delight for excursion purposes. The simple house boat though, however cheaply mad and furnished, will afford plenty of pleasure for those who know how to en joy an outing that takes them next t nature's heart.

Land yachting is quite another wa of getting about the same results. This is a peculiarly American way of taking a vacation, and while it is almost un known in the north it is widely popular in the southern states. In Georgia Florida and Alabama the farmers often take this way of spending the idle sum mer months, when, after the orange trees are trimmed and the crops gath ered, they have nothing to do until fall At such times the farmer gets out hi land yacht, furnishes it for a six week or two months' voyage, loads in all the family, hitches up a pair of mules and starts. Sometimes he goes to visit a relative in a distant part of the state or n an adjoining state, and sometime he has no particular port in view, but inst cruises around, seeing the country and stopping for days, perhaps, in th neighborhood of some city or place where there is something to be seen.

The interior of the covered wagon that he calls his land yacht is fitted up to form a sleeping place by night and a sitting room by day. The cooking is done on a light stove which is carried in the wagon. It is a sort of gypsy life that the farmer's boys are particularly fend of and that the old folks seem to enjoy quite as much.

An Ancient Scalping Knife. An Indian scalping knife was found in a tree in Clearfield county, Pa. The blade was imbedded 20 feet from th ground, and as the tree counted 175 rings from the point of the knife to the hilt, it would indicate that the blade had been in the same position for almost two centuries. The stamp on the side of the knife consists of the repr it was no doubt imported from England in the early days of the colonies, and was probably traded to the Indians.

Dearest Book In the World. the Vatican, for which the sum of £20, 000,000 was once offered by the Heest if not the most valuable book in the known world.

# The hull of a dismantled schooner or sloop, provided it is wide of beam and DISPUTED LEGACIES. FOUNDED THE A. P. A.

FIGHTS FOR FORTUNES IN THE SAN FRANCISCO PROBATE COURT.

Struggle For Thomas Blythe's Millions-A Hundred Contestants and Eleven Years of Litigation—Mrs. Craven' Claim on the Pair Estate.

The probate court of San Francisco has a national reputation as a battleground where have been fought out some of the longest and most bitter struggles for millions in American legal his In the dusty archives of the court retechnical phraseology in which each celebrated cause is set forth there is many a romance and many a tragedy. No other court in the country can show such a long list of contested will cases. It is easy to find the cause. During

the half century of unparalleled pros-California has been blessed hundreds of .



LORENCE BLYTHE-HINCKI EY

cores of them have reached and passed the million mark. Mine, field, factory and mart have all yielded rich revenues single channels until their coffers were full to overflowing. Each remance besailed through the Golden Gate with all his possessions in a handbag. The climax is reached when the same individual, now become a man of millions, is in a blacksmith and machine stricken by death amid his Invarious surroundings and leaves his wealth to be scrambled for by greedy heirs. Then the scene changes to the court-

room, where brothers are pitted against brothers, sisters against sisters, mothers sgainst children; and lifelong friends turn against each other in a desperate truggle for the gold of dead men.

During the last 20 years 53 large for unes, most of them more than \$1,000, 000 each, have been distributed by the san Francisco probate court. The aggregate sum represented by all thes state is over \$175,000,000. feature about all this is that this prince ly sun was not handed down to a fev heirs in big lumps, but was parceled out among many. Hundreds of person shared in the distribution, and the wealth which had been accumulating for years in the hands of one man was divided among many persons who quick ly put a large amount of it in circula

All this distribution was not effected however, without many long contests. in which the lawyers came in for fat pickings. Probably the most famous egal battle was over the \$5,000,000 left by Thomas Blythe, who made a few thousand dollars in the mines and in vested it in real estate that increased many times in value. Blythe died in 1883, but it was not until 11 years after that his estate was handed over to his illegitimate daughter, Florence Blythe. The original trial began July 15, 1889, and a decision was not handed down for a whole year. The court was in session 228 days, 208 witnesses were examine

and 139 depositions were read. This was only the beginning, though For years the contestants, numbering at court to court, and even now they are not through fighting. When the contest began Florence Blythe was a little girl in short dresses, but before the estate to be a woman, and had been married Her name is now Mrs. Fritz Hinckley.

Miss Virginia Fair was another young woman who got possession of the mil-lions which were left her only after a long legal battle and who is still fighting contestants. Now comes Mrs. Nettle R. Craven, an elderly woman politician of the San Francisco school department, with a legal contest which threatens big sensation. She says she has docu



MRS NETTIER CRAVEN ments showing the dead man admitted she was his wife and deeding to her several pieces of property which are so val-

siderably over \$1,000,000. Mrs. Craven's marriage contract is declared by many people to be in the handwriting of the late James G. Fair, and even those who say it is false admit that such a contract exists. In spite A Hebrew Bible in the possession of of the fact that the deeds Mrs. Craven holds would make her a millionaire, she save she is willing for the sake of peace brews of Venice, is said to be the dear- and quiet comfort to forego all litigation and compromise for \$500,000 down. ANNETTE CRAWFORD.

THE RATHER REMARKABLE CAREER OF HENRY F. BOWERS

His Early Struggles-Falled as a Farmer and Succeeded as a Lawyer-How He Happened to Organize the American

The American Protective association, which is attracting a great deal of attention to itself just now as a factor in the presidential canvass, was founded less than nine years ago. Seven men composed the membership at the first main the dry records of the ebb and flow composed the membership at the first of gigantic fortunes, but behind the meeting. Since then the growth of this organization, which is roundly denounced by some and enthusiastically supported by others, has been undisputably remarkable. It is claimed that more than 8,000,000 voters have taken its ironclad oath, and that the decision perity with which the great state of of its supreme council, which has just closed an exciting session in Washingbig fortunes have been built up, and ton, will influence 4,000,000 votes in the coming presidential election. This statement, it is quite possible, may be only a wild exaggeration, but there is no getting at the facts, as there is a great deal of mystery connected with the A. P. A. Good or bad, the organization adds an interesting element to the life

The man who is responsible for the counding of the A. P. A. is Henry F. Bowers of Clinton, la , and the story of is early struggles with poverty, final success and the motives which led iin to be the prime mover in bringing into existence such a disturbing element

is one well worth the telling.

Mr. Bowers was born in Baltimore
Aug. 12, 1837. His father was a Rhinelander Bayarian and his mother a na. tive of Massachusetts who came of a family of religious enthusiasts. At the age of 11 young Bowers was called upon which master minds have diverted into and mother, for his father had been lost at we while on a visit to Germany. He had never been in school a day in his that the Jesuits had control of the public schools of Maryland at that time. The next nine years of his life he spent working at the carpenter's trade. He was so ignorant that up to the age of 17 he could not tell the time of day. By



HESRY F. BOWERS he time he was 20 he had saved enough noney by dint of frugality and hard

west. They settled in Clinton county. The state was new then, and young Bowers saw that his only hope of makng a living was in becoming a farmer he took up a piece of land and commenced. For three years he toiled alnost night and day, but poor crops, unfavorable weather and other misfortunes nade his farming venture a sad failure. so he gave it up. Then he'removed to Dewitt, where he found work as a cabnet maker. During all this time he had uffered from ignorance as well as poverty, and at the age of 28 was harely able to read. His mother did what she could to give him the rudiments of an education, and all his spare moments he

devoted to poring over schoolbooks such s boys of 10 study. When the war broke out, he enlisted. but was prevented from going to the front by an attack of illness which made nim an invalid for two years. During his convalescence he had time for study and began to realize the value of an education. When he recovered, he went back to the cabinet maker's bench with a rewive to fit himself for a profession. For two years he studied medicine, but gave this up and began reading law. Not long after he entered the office of the county clork and served for a time as deputy and in 1872 he had made such progress that he was elected recorder of Clinton ounty. From that time on his rise was rapid. He became well known in his profession and enjoyed a lucrative prac-

In 1887 he became possessed of the idea which finally led to his organizing he A. P. A. What this idea was h tells in the following words: "Seeing around me so many men and women who had received the benefits of an early ducation and knowing the disposition of the hierarchy to destroy the public chools, I felt a deep interest in their preservation, so that coming generations night not suffer as I had suffered. I therefore went about formulating some plan by which I might rouse the people to danger that I believed threatened the grandest of our public institutions."

nable that their estimated worth is con-Mr. Bowers began his work in Clinton founded there the first council For the next three years he devoted his time and money to traveling about the country establishing branches. The organization extended to every state in the Union, and Bowers was for six years its president. In 1898 he declined a re-election, but is still an active member of the supreme council. He was succeeded by W. T. Trainer. Such is the story of the founder and of the founding of the ANDREW DOWNS.

## THE JAY GOULD OF UTAH.

Joseph Walker Is Bich Enough to Re ceive That Title. "As rich as Joe Walker" is a familiar thrase west of the Rockies. The Walker referred to is Joseph R. Walker Walker Bros. Salt Lake City. He is many times a millionaire and has been

called the Jay Gould of Utah, although he did not make his money in railroads Mr. Walker is one of those men who went west to grow up with the country He grew up with his eyes wide open In 1851 his father and two sisters died



JOSEPH WALKER.

in St. Louis, which was then the hom of the family. The mother and four boys were left, and a year later they started west in a prairie schooner drawn by two yoke of ozen. It was a long, difficult and perilous trip across the great prairies. It took them six months to make the journey to Salt Lake valley, a distance that can now be covered by rail in less than two days. For four years the boys worked to get their farm in hape, and when they were comfortably established Joseph struck out for him-

He went over into the Carson valley, where gold had been discovered, and started a small store at Gold Canvon. there then, but after awhile the Comstock lode was struck, and the valley filled up with men who were making and spending fortunes every week. Storekeeper Walker, although he dug no gold himself, got a big share of the yellow dust that was panned out. He established pack trains and found the business so profitable that he brought his brothers into it. They followed up the miners and established stores at all the new camps. In the early sixties the Walkers were all wealthy, and they es-tablished a bank in Salt Lake City, which still exists and is known all over the country.

In 1870 the brothers began to buy mining property, and today they are west. Joseph, who founded their fortunes, has the biggest pile, of course.

HE HATES THE RAILROADS.

Farmer Stoddard Proclaims His Grievano on a Signboard.

There are lots of farmers in the west rn states who dislike the railroad companies and have good reasons for doing o, but few of them hate railroads so bitterly and thoroughly as does Jake Stoddard of Doniphan county, Kan. Farmer Stoddard's antipathy to railcoads originated in this wise: Several rears ago when the Burlington tracks of the company to run the rails within ten feet of Stoddard's house. The construction gang plowed through his barnwide swath through a fine young orchard heart. Stoddard put in a heavy bill for damages, which the company refused to pay. He sued, but got a judgment for a much smaller amount than he though he was entitled to.

Right there and then Farmer Stedlard commenced to hate railroads. He



went home and planted a pole 12 fee high along the side of the track. To this pole he nailed a pine board, 5 feet long ed in hig black letters the following legend:

THIS MAN HAS BEEN WRONGED BY

The sign is still there and is repainted by Farmer Stoddard every spring, for wants people to know that he has a grievance. It can be seen from the car windows as the train leaves Atchison and approaches Fanning station, and the mute protest is read every day by thousands of people who wonder what is means. Not only does Stoddard hate railroads, but all other corporations, and when the Farmers' Alliance movement first reached his district he made a des perate attempt to boom it there, but the organizations of the old parties were too strong, and he had to give it up. He has raised a large family of boys whom he has taught to hate corporations as bitterly as he does, and he still hopes to get even with the railroad.

Dew on Colors.

Dew will not form on some colors. While a yellow board will be covered with dew, a rod or a black one beside it will be perfectly dry.

# ACHING FOR A FIGHT.

GALLANT BOB EVANS IS A MAN OF

His Picturesque Description of What Would Happen if the Indiana Were Turned Loose on the Spanish Squadron How He Earned the Title "Fighting Bob."

A smooth faceti, short, wiry man with deeply tanned face was seen day in earnest conversation with Secretary Olney at the latter's office in Washington. The man wore the shore uniform of a naval officer and was observed to punctuate his remarks by pounding one clinched and sun browned fist into Olney was listening to him with half smile on his face, which deepened into a grin as the other man turned away and remarked in an audible undertone 'If they'd just give me a chance to go

guage but Spanish would be spoken in hell for the next five years." Of course you know that the man who spoke so impetuously to the secretary was Captain Robley D. Evans, bette known as "Fighting Bob," for the re-mark was heard by sharp eared newspaper correspondents who seized it with de-light and wired it to the four corners of the country.

And there is no doubt that Captain

down to Cuba with the Indiana no lan

Evans was in dead earnest. In fact, he only represented the spirit of the whole navy when he tried to induce the au-thorities at Washington to turn the fleet loose on the manish equadron that is hovering around the coast of strug-'Butcher' Weyler insists on executing American citizens after a drumhead coart martial there may be an opportu nity for our naval men to engage in some more exciting service than leading the cotillon at Newport or steaming up the North river with their ships on dress parade.

Should the occasion arise "Fighting Boh " as captain of our biggest an best battleship, will be found in the



CAPTAIN ROBLEY D. EVANS thick of the scrimmage. His boat, the Indiana, is admitted to be the farrest fighting machine affoat and is the flagship for the north Atlantic squadron. Captain Evans was born in Virginia

in 1846 and at the age of 14 jumped at the chance of going to the naval scademy at Annapolis. He was a midship man when the war broke out and was on the old frigate Powhattan, which formed part of the fleet that beseiged Fort Fisher. It was right there that his career almost came to an end. Volunteers were called for to make up a land force that was to undertake the desper-ate task of capturing the hitherto impregnable fortification. Young Evans vas one of those who stepped forward to take the chance.

Fort Fisher fell, but among those who were taken from that bloody trench under the very muzzles of the frowning guns was the midshipman. The boy was almost riddled with bullets. He had been shot through both legs and had received two slighter wounds. For months he lay in the hospital and almost lost one of his logs, but he finally hobbled ont on crutches and for a time was re-

tired from active service. After his recovery Evans was promptly restored to the active list at his own equest, and was shortly after promoted sign, and when he sailed for China in the Delaware he went as master. In 1866 he was promoted to the rank of lieutenant, two years later he was made lientenant commander, and in 1878 be was given his commission as commander. After a long term of duty at forseveral years was assigned to various

duties on shore. Under Secretary of the Navy Whitney Captain Evans held several important posts and became an intimate friend of President Cleveland. In 1891 he was given command of the Yorktown and was ordered to Valparaiso. The attack on the sailors of the Baltimore by Chilean mob had just occurred and international complications threatened to follow over the question of political

It was a delicate situation which confronted the young commander when he arrived in Valparaiso harbor. The hot empered Chileans had stoned his boat, and the government authorities had demanded that the refugees be turned over to them. "Fighting Bob" declared that he would protect the men who had sought shelter under the stars and stripes, and he gave the commander of the Chilean warship, which was anchorto apologize for the stone throwing inciless exciting. A torpedo boat manned

dent. The apology was promptly made. .The succeeding incident was hardly by belligerent Chileans began to manenver around the Yorktown. Captain Evans sent them word that if they came any nearer he would blow them out of the water, and he had piped all hands to quarters to carry out his threat when the torpedo boat slunk off. The amount of nonsense he would stand from the commander of a Spanish man-of-war would very likely be exceedingly small.

VENTES A L'ENCAS

PARROBINSON & UNDERWOOD. ANNONCE JUDICIAIRE.

### Propriété désirable DANS PE

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La magnifique habitation, 10.005 rne Patterson. CHARLES LEONHARDT VS GEORGE LEONHARDT ET ALS.

49,971 Cour Civile de Dustrict pour la Paroisse d'Oriéans, Division A. DAR ROBINSON & UNDERWIND -W C.
H. Robinson en auteur. Eurean No. 123
run Carondelet. Le. JETUL, 13 aout 1806, &
mid. & la Bourse des Encarteurs. Na 625 et. 31 the Commune, on vertical design of C22, etc. and unjugement de l'Hon T. C. W. Elbe, juge de la our Civile de District rendu le 126 juin 1836, et sine le 1er juillet 1896, dans l'affaire cressit.

et signe le ler juillet 1846 dans l'affaire didessus.

1. Une certaine nuition de terre aux a toutos
les bâtisees et arrélierations stimes dons le conquieme dist let de cette ville dans la parousse
d'Orlans, sur la rive droit du fi nev Mississip;
et mesurant deux atpents de face au dit fience.
Massissipi sur a prins après 40 aipe nts de profundeur, dans des terres maticagen-ses apportenant
a W. H. Seymour ou see représentainte : la diteportion de terre et ant compose e comme sur il
1. Du lot No cent de on entrer et de la moi
1 fie supérieure du lot No hoit (8), d'après un certain, plan dresse par B. Eug-son, vayer, in date
du 15 miss 1834, et déposé pour références
dans le hurean de H. Pedeschaux, alors un notaire de cette ville, et 2º de la moite inférence
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plan mentionné plus taut, le tout étant maintenant désigné par le numéro douz (2 apropriété
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de plantation sur les roles d'assessement ou dit distret. Les ambitications consistent ou une graide maison d'habitation le la emistre outre une graide maison d'habitation le la emistre outre 2 stiere teores, grande curstre et salie à marger, les létages supérieurs contiennent, de grandes galeries devant, vestitule au mities, as ons, 4 chambres à coucht et deux chambres dans la mannarde, et les bâtisess de la cour ayant 6 chambres grandes couries et poulaitlet.

2º Un certain out de lierre, avoc toutes les latises et smell rations out sy from ent, droits, voiss, p vulges et dépen annes qui y appartiemment en quelque sorte situé dans le citiquieme D strict de cette ville, sur la rive uronte de la rivère Miselesipin, dans cette partie communée ment appeles Edivisile, et désigné comme lot No 5 de titer No 8, maintenant No 56 in unvesu, nomeroi qui est compris dans ledique le la rivère Miselesipin, dans cette partie communée non de la proposition de la rivère de la latistique de la

londeur este figure garantee, men en relago donde en hous chaque cote avant 4 chambtes et meme, altre de cote et désigne par les Nos 522-524 ne felleurle.

4º Un cert ûn tot de torre, ensemble avec tentes les amé paratires et bit see qui si timizent et ce druits, voies privileges et dependances va parti nant en que que soite atta dande Cinquorene Distruct de cette, vife, sur la rivo directe du fouve Messiand, dans cette portion anciennement neumon. Il discoule et desgré-

sur la rive droite du fleuve Mississe pi dans cette partie appele antrefois fielderile et designé comme lot No buil (s) de l'est No fair 8 qui est maintenant designe commé l'et No fair 8 qui est maintenant designe commé l'et No pascre ving seire 1961, mon eau numero, comptisé etite les rues B fleville l'antrelos Chesturil, Elmira, Evel-na ut Eliza, d'après le plan virginal de Betleville, dress's par Louis it l'ille, over, con la date du l'8 aprèmune l'att et deposé pour references en l'étade de Albert C. Amsworth suclein motaire en cette ville da prés i quel le dit loi moeure 31 pieds 7 pouces de facer à la rue Belleville en 150 pieds de pro méeur entre lignes parallèles mesure améripaine. Les améliorations consistent en un est 150 doit de cotte ville dans l'indisentations qui s'i trouvent, set uné dans le curque me district de cité et de étigne par les annéhorations qui s'i trouvent, set uné dans le curque me district de cette ville dans l'ille 49, autretos No 7, de la Brecklyn Warshonse Company Properts boine par les rues Pelican, actret de Peter, Alx et les avenues Ablantique et Verret, les dits octs sont designés par les Nos 1, 2 et 3 sur un desis sinues à au me profendeur de 190 piones de face sur l'avenue. Atlantique sou une profendeur de 190 piones de face sur l'avenue Atlantique sou une profendeur de 190 piones de face sur l'avenue Atlantique sou une profendeur de 190 piones de face sur l'avenue Atlantique sou une profendeur de 190 piones de face sur l'avenue Atlantique sur une profendeur de 190 piones de face sur l'avenue Atlantique sur une profendeur de 190 piones de face sur l'avenue Atlantique sur une profendeur de 190 piones de face sur l'avenue Atlantique sur une profendeur de 190 piones de face sur l'avenue Atlantique sur une profendeur de 190 prode 4 à nouve se des profendeur de 190 piones de sont composés des trois lots designées sur par les Nos 2, 23 et l'es l'au de l'un profendeur semifish en de 10 piones et sont composés des trois lots designées sur le dit du s'par le Nos 2, 25 et 2 des l'es

les numéros municija x 510 et 321, avenue Verret.
Goddinons: Un tiers ou plus comptant à l'opinon de l'acquéreur et le balance à un et deux ans avec 8 rour cent d'intérét par au de la diadicarion puequ'au présenteur fissal, asantance, honoraire d'avec at et tentes les autres clauses uscries de sevenité, les isand du 1896 devant étre assumées par les acquéreurs, 10 pour cent seront requis au moment de la ediptification.
Acte de vente aux frais des acquéreurs parfereurs W B Sernour, notaire. devant W. H. S-ymour, notaire, 12 juil-12 14 19 26-août 2 9 13

Avie est par le présent donné de la parte du Cert ficat No 51 pour dix actions du fonde de la Compagne de l'Hôtel St. Charles, émis le 15m6 pour de mai 1852 à la raison sociac de Starke & Elison ; et de l'Inten-ion des soussignées, héri tières de Wu. P. Ellison de faire a plication pour l'émission de houveaux certificats pour cinq des des settes et long.

EMILY ELLISON.

MARY ELLISON.
LOUISE H. ELLISON.
JOSEPHINE ELLISON. ERNEST,

Soccursale de la Compagnie d'Assurances do Sun Motual DE LA NOUVELLE-ORLEANS. Nouveau No 322, vieux No 68 rue Hoyale

Logical pays.

4 ctt. for parvier 1896.

500,600 ct.

500,74 69

6urplus max étenteurs de palicos.

J. WALLAGE JOHNSON, Géragt. CHE. LAUDUMINY, CHE. D. FOUCHER. GUTAFE

LARABBE

COMPAGNIE D'ASSURANCES DE HABTPORD, CONN. 55,899,399 WM. M. RAILEY & CO., Ltd. se régière à la Douvelle Oriéans, ninsi que le font les Compagnies : 307 BUS (IARONDELET-TELEPHONE 1998,

PHŒNIX

I. MONROSE,

Fen,
Marine Agent Général d'Assurances,
Ru Gyolone.
Commercial Union Assurance Co., Limited, Londres.
The Greenwich Insurance Co., New York.
London Assurance Corporation Carondelet