The New Orleans Crescent.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS.

THURSDAY MORNING, AUGUST 6, 1868.

AUCTION SALES THIS DAY.

MONTGOMERY BROS. & CO. sell, at 11 o'clock, at their Auction Mart, 87 Camp street, furniture, etc.; also, at 11 o'clock A. M. at P. Liser's Stable, on Gravier street, horses, mules, etc.

☞ See advertisements on third page.

New Orleans, Opelousas and Great Western Railroad.

OFFICE N. O., O. AND G. W. RAILROAD CO., New Orleans, June 6, 1868.

The New Orleans, Opelousas and Great Western Railroad Company, desiring that a connection shall be formed between their present terminus at Berwick's Bay and the Houston and New Orleans Railroad, which terminates at the Sabine river, and which when completed (the distance being 163 miles) will connect New Orleans with almost the entire railroad system of Texas, the president and directors of said company, therefore, propose to such party or parties as may undertake to fill up such gap the following terms and conditions, to-wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these sixty-three miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine river, at or near Orange, the same having been already located by resolution of the board of directors. The distance between these points is 100 miles. The company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the company and the lessees. At the end of the lease the property to be valued by disinterested parties, the railroad company to select three and the lessees three, the two, if need be, to call in an umpire, whose decision will be final. The railroad company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said company the lease to be extended for a further term of years, and so on until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the city of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said lessees over the company's road, as follows, viz:

The president, directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one-half of regular rates. Material, other than iron and cross-ties, to be charged one-half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The guage to be the same as the company's road—say 5 feet 6 inches. The iron used not to be less than 58 pounds per yard.

7. The said lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine river, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to insure the faithful performance of the contract the lessees will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the board of directors.

9. The company reserves the right to reject any and all bids.

Another proposition, and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October 1, 1868, on the mortgage bonds, (said bonds maturing in 1889) to be provided for by the lessee.

3. The semi-annual interest on the same bonds, accruing yearly after date, and payable on the first days of April and of October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. the road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine river, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties hereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present company, it being well understood that all costs of maintenance, as well as expense of operating the road, shall be at the exclusive charge of the lessee.

9. The contract with Charles Morgan for running a line of steamers to Texas, extending to 1871, to be carried out by the lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the lessee after inventory and appraisment, and the said property, or property of like character and value and like condition and good order, to be returned to the company at the expiration of said lease.

11. The lessee, to insure the faithful performance of this contract, to furnish security to the satisfaction of the board of directors.

12. The said lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the railroad company during the existence of this lease.

13. The said lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock M., the company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
GEO. STURGIS,
President Northwestern National Bank, Chicago, Ill.
Or to the undersigned,
A. B. SEGER, President.

A FISH STORY FROM GALVESTON.—The Galveston News says: Capt. McClusky, master of a fast sailing lighter of this bay, lately sailed into a shoal of red snappers, about forty miles out from the bar, and after losing all the hooks and lines on board, returned to land for larger hooks and stronger lines. After the first nibble, it took just about fifteen minutes to clean out his hooks, and in that time he and his men caught nineteen snappers, weighing from sixteen to twenty pounds each. They are represented as being the finest fish for culinary purposes that swim the waters, and a party of some twenty gentlemen who remember how they tasted in chowder days, have made arrangements to go out with Captain McClusky. They take seventeen tons of ice along to preserve the fish and a blacksmith to make and mend hooks. In order to prepare the public for a proper report of the probable result of this last well equipped expedition, we will say that when Capt. Mc.'s schooner was on or in the red snapper shoal, she was carried some thirty miles out of reckoning in about thirty minutes—it is supposed by the vast school of fish moving rapidly southeast before the waterspout previously reported.

New Orleans Money Market.

CRESCENT OFFICE, No. 94 CAMP STREET, Wednesday Evening, August 5, 1868.

The principal feature in the general money market to-day is a still further advance in the rates of Gold and Silver. Gold opened in New York this morning at 147⅞ against 146⅞, the closing rate yesterday; at 12 M. it stood at 147¾, and at 3 P. M. closed at 148. The movement in this market has been of a very limited character. The amount of cash Gold offering is light, as most parties who have small lots to dispose, anticipating a still further advance, do not seem anxious to sell in the present state of the market. Actual sales have consequently been confined to the annexed amounts, viz: $1500 Gold at 147¾, $8000 do. at 147¾, $2000 and $3000 do. at 148, and $2500 do. at 148¼. Nothing reported in Silver. We now quote Gold at 148@148¼., American Silver coin at 137@137½, and Mexican dollars at 150½@151.

FOREIGN EXCHANGE—We have no improvement to notice in the movement in Sterling or Francs. Rates, however, owing to the heavy advance in Gold, disclose a still further upward tendency. Offerings of commercial bills are very light, while the demand by remitters continues of a very restricted character, as will be seen by the subjoined actual sales to-day, viz: £3600 bank Sterling at 110½ for Gold; 10,000f. bank Francs at 3.45; 20,000f. do. at 3.47½; 100,000f. bankers' do. at 3.50. We now quote bank Sterling 162½@163, clear bills 161@161½, bill of lading bills 159@159½, bank Francs 3.47½@3.45, and commercial do. 3.52½@3.50.

DOMESTIC EXCHANGE—Remains inactive. Offerings of commercial sight and short sight are very light, while the demand for remittance purposes discloses no increase whatever. Purchases by banks and bankers to-day comprise only the annexed amounts, viz: $4000 New York commercial sight at par; $5000 and $10,000 do. at ¼ ₱ cent. premium; $10 000 and $15,000 do. at ⅛ ₱ cent. premium; $5000 Gold check at ¼ ₱ cent. premium; $2500 do. at ⅛ ₱ cent. premium, and $7500 sixty days' sight on New York at 1½ ₱ cent. premium. We still quote ½ ₱ cent. premium at bank, and ⅛@¼ ₱ cent. premium out of doors for sight checks on Northern cities.

UNCURRENT NOTES AND SECURITIES—City notes are inactive and weaker. Louisiana State notes are quiet and rates declined, while levee State bonds are in fair demand at full previous rates. Bank of Louisiana notes continue wholly neglected, while the movement in all classes of stocks discloses no improvement whatever. Actual transactions to-day embrace only the annexed amounts, viz: $1000 city notes at 36 ₱ cent. discount; $1000 and $10,000 do. at 35 ₱ cent. discount; 4500 Louisiana State notes at 71½c; 15 and 20 levee State bonds at 58c.; 20 do. at 58½c., and 50 do. at 58¾c. ₱ dollar.

SPECIAL DISPATCHES.—We are indebted to the Western Union Telegraph line for copies of the following private dispatches received from that route to-day, viz:

New York, Aug. 5—10 A. M.—Gold opens 147¼. 10:45 A. M.—Gold 147¼. Cotton market inactive; prices drooping; nominally, middling 30c., Mobile 30½c., Orleans 30½c. Sterling 110¼@110½. 3 P. M.—Gold closed 148. Cotton dull and lower. Sales to-day 500 bales; middling 29¾c., Mobile 30c., Orleans 30¼c.—entirely nominal. Sterling steady.

Liverpool, Aug. 5—11:15 A. M.—Cotton declining. Estimated sales 8000 bales. Uplands 9½d., Orleans 10d. 1:20 P. M.—Cotton market dull. Estimated sales 10,000 bales. Quotations unchanged. 5 P. M.—Cotton market easier. Sales to-day 8000 bales. Uplands 9¼@9½d., Orleans 9¾@10d.

Commercial Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Wednesday Evening, August 5, 1868.

COTTON—We still have to report a very unsettled and depressed market. Early in the day there was some little inquiry which resulted in sales of only 22 bales, but as the day advanced and the advices from the Liverpool and New York markets continued discouraging, buyers withdrew. In the present condition of this market it is impossible to give even approximating rates.

COTTON STATEMENT.

Stock on hand Sept. 1, 1867		16,354
Received since yesterday	11	
Received previously	584,307	
Made up from pickings, samples and Cotton received in sacks and baled bags since September 1, 1867	6,815	591,133
		678,488
Exported since yesterday	341	
Exported previously	676,699	677,040
Stock on hand and on shipboard		1,448

The exports were exclusively for Liverpool.

SUGAR AND MOLASSES—The market continues quiet. There was some little inquiry for Sugar in a jobbing way, but buyers do not evince any disposition to meet the increased rates which holders have generally advanced, in consequence of the rise in gold. We quote Cuba Sugar, grocery grades, 12½@13¾c.; Louisiana Sugar, prime to choice, 15½@16½c. ₱ lb. Louisiana Molasses 85c., and Cuba Molasses 42@45c. ₱ gallon.

FLOUR—The market has been very quiet, and we were unable to learn of any transaction of importance. Business has been confined entirely to a local retail demand. There was considerable inquiry for the lower grades of flour, but the offerings were too light in quantity to meet the views of purchasers. Superfine and single and double extra are very scarce, and rates for these grades continue to advance as the stock becomes exhausted. We quote superfine $8 50, double extra $9; treble extra $9@10 50, and choice flour $11@13 50 ₱ bbl.

CORN—There is very little grain of any kind upon the levee, and offerings, throughout, have been of a very restricted character. The only transactions in Corn that we could glean were sales of 300 sacks yellow mixed at 92c., and 200 do. do. at 95c. ₱ bushel. Rates continue firm and are nominally the same as previously, which we repeat, viz.: Mixed corn 90@95c., white mixed $1 02@$1 03 and choice white corn $1 05 ₱ bushel.

OATS—Are quiet and dull. We could not hear of any transactions to-day in this portion of the grain market. The offerings at the landing were too slight to merit the attention of purchasers. The last sales reported were at 60c. ₱ bushel for new and 65c. for old.

BRAN—The only transaction was a lot of 150 sacks at $1 30 ₱ 100 lbs.

HAY—There is none at the landing. Choice Western is very scarce, and is retailing from store at $23@25 ₱ ton. Ordinary Ohio river $20@$22 is asked.

PORK—The market continues quiet but firm; 100 and 75 bbls. mess were sold at $30 50@30 75. The steady rise in gold during the last few days has had a tendency towards advancing rates throughout the provision market, and holders generally are becoming now firm in their views as gold advances. We hear that an offer of $30 50 was rejected by a leading firm for a round lot of pork on the landing, the holder preferring to store than sell under advanced figures. We quote mess $30 75@31 25, according to quality.

BACON—There was some little inquiry, but transactions did not disclose anything in excess of a jobbing and retail business of a local character. 5 casks of shoulders at 13¾c., and 10 tierces sugar-cured hams at 20½c., were the only sales under notice. We continue to quote shoulders 13½@13¾c.; clear ribbed sides 16½@16¾c., and clear sides 17¼@17½c. ₱ lb. Sugar-cured hams 20@20½c., and inferior hams 18@19c.

LARD—The only transactions in the article under this heading that we could glean were 127 tierces prime at 18½c., and 5 tierces at 19c. Holders are very firm in their views, and the majority of them are asking the outside figures of the quotations we give below. The stock of strictly choice lard has been very much reduced and the supply is only moderate for this season of the year. We quote choice lard in tierces 18½@19c., and in kegs 20@20½c. ₱ lb.

FREIGHTS—The freight movement still discloses a very heavy and steady falling off. The tonnage in port on foreign and domestic account is reduced to the summer standard, while the demands for freight room indicate a corresponding or perhaps greater abatement. We now quote nominally cotton to Liverpool by steam, 9-16@¾d.; by sail, cotton, 7-16d.; tobacco 35s.; flour 4s.; London ¼d. for cotton, 37s. 6d. for tobacco. To New York by steam and sail ⅛c. for cotton, 14@1 c. for corn, 60@75c. for flour, and $8 for tobacco., To Boston by sail ⅛@¼c. for cotton, 15@17c. for corn and 65@70c. for flour. To Bremen by sail, ¾@1c. for cotton, and 35s. for tobacco. To Havre by sail, 1¼c. for cotton, and $12 for tobacco. To Philadelphia, by steam, 1c. for cotton. To Boston, steam, 1c. for cotton, flour 80c., grain 17c.

Cattle Market.

CITY OF JEFFERSON, August 6, 1868.

Arrived yesterday—334 Texas Beeves, 186 Calves and Yearlings and 34 Sheep. Sold yesterday—387 Texas Beeves, 413 Calves and Yearlings, 48 Hogs and 195 Sheep. Stock on sale—445 Texas Beeves, 780 Calves and Yearlings, 88 Hogs, 34 Sheep and 25 Milch Cows. We quote:

Texas Beeves, corn fed, choice, ₱ lb net	— —	— —
Texas Beeves, corn fed, 1d quality, ₱ head	— —	— —
Texas Beeves, 1st quality, ₱ head	25 00@	35 00
Texas Cattle, 2d quality, ₱ head	15 00@	20 00
Texas Cattle, 3d quality, ₱ head	10 00@	12 00
Hogs ₱ lb gross	12½	12¾
Stock Hogs, ₱ lb gross	— —	— —
Sheep, first quality, ₱ head	— —	5 00
Sheep, second quality, ₱ head	3 50@	4 00
Sheep, third quality, ₱ head	— —	— —
Milch Cows, choice, ₱ head	— —	100 00
Milch Cows, first quality, ₱ head	80 00@	100 00
Texas Cows with Calves	— —	— —
Yearlings, ₱ head	4 00@	5 00
Calves, ₱ head	4 00@	7 00
Goats ₱ head	1 00@	1 50

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Thursday Morning, August 6, 1868.

We noticed a slight improvement in business on the landing yesterday. Several packets left port with good trips.

There has been no material change in the weather since our last report.

The Mittie Stephens, Capt. Kellogg, arrived yesterday from Montgomery landing, on Red River. She found only — feet of water on O. K. bar, in consequence of which she was unable to proceed further on her trip. She stored her freight at Montgomery.

We were pleased to see our friend Mr. J. C. Libano, chief clerk of the famous Wild Wagoner, out on the landing yesterday. He is rapidly recovering his health, and we trust in a short time to see it fully restored.

The Continental arrived last evening from St. Louis.

The Caddo, Capt. Barnes, having been unavoidably detained, leaves positively at 5 o'clock this evening for Jefferson and all way landings.

The following named steamers left port yesterday: Wild Wagoner, Capt. W. B. Richardson, for Natchez; Cleona, Capt. Patterson, for Monroe and Trenton; Grey Eagle, Capt. V. B. Baranco, for Bayou Sara; Aloe, Capt. Radovich, for lower coast, and J. G. Blackford, for Washington.

The Lotus No. 2, Capt. Dannals, arrived last evening from Jefferson.

The lightning packet, Lizzie Hopkins, Capt. John T. Roots, leaves positively at 5 P. M. to-day for Jefferson, Shreveport and all landings intermediate.

The St. Nichalas, Capt. Dowty, from Grand Ecore, and Gen. Quitman, Capt. Leathers, from Vicksburg, are due to-day.

The A. G. Brown, Capt. Bassett, arrived yesterday evening from the lower coast. She leaves at noon to-morrow.

Advices received yesterday report Red River still falling.

Messrs. Eppler and Gilpin, of the Mittie Stephens, have our thanks for favors.

Memorandum of steamer Lotus No. 2:

"Left Jefferson July 30th, and Shreveport August 1st. 2d—Met Lulu D. lightering over Dixie bar. 3d—Met Rose Franks lightering and pulling over Grand Ecore bar. 4th—Met St. Nicholas at Alexandria, Irene at Madame Davids, and Iatan at mouth of Red River. 5th—Met Richmond at Donaldsonville. Thirty inches on principal bars, and river still falling."

The Annie Wagley transferred her frieght yesterday to the J. G. Blackford, her owners having decided to lay her up for repairs.

The captains of the Red River packets at present in port agreed yesterday evening upon the following rates of freight, and we will remark that the advance in rates is owing to the present stage of water, and that they are not at all unreasonable—in fact, barely living prices: To Shreveport, $2 50 to $3 for dry, and $4 to $5 for wet barrels; to Jefferson, $4 for dry and $6 for wet barrels.

The steamer Bismarck and towboat Shark and barges left St. Louis on the 1st inst. for this port. The Commonwealth left on the 2d.

The Mississippi was at last accounts falling at St. Louis.

The telegraph reports the Ohio rising at Louisville.

The Importer is undergoing extensive repairs at St. Louis, preparatory to entering the trade between this city and Arkansas river.

From the Memphis Avalanche, Aug. 4th:

"The W. R. Arthur passed up yesterday for St. Louis. Captain Yore was much irritated in regard to the compliment paid him on his down trip by our contemporary of the Appeal. The cases of Sam, Barr and Captain W. B. Donaldson, of the steamer Great Republic, are continued to the next term, on account of the absence of all the important witnesses. The absentees are negroes, and they have forfeited their recognizances. Barr's lawyers are anxious to have the witnesses return, as they feel confident that the testimony will acquit their client. Barr is on $20,000 bail meantime, and Donaldson remains in jail. There was a fair amount of business doing on the wharf yesterday. The city wharf-boat was sold at auction yesterday, and was bid in by Capt. Fitzgerald for the Atlantic and Mississippi Steamship Company. Price $700. Capt. L. B. Dunham has contracted at Louisville for the hull of a one thousand ton freight steamer for the New Orleans trade."

From the Cincinnati Gazette, August 3d:

"Business was brisk on the wharf—that is, brisk for the season of the year. Fair rates prevail to nearly all points. A Memphis steamer departed with 700 tons, 300 of which were for New Orleans. Her whole trip averaged about 40 cents. It is possible that the huge steamer Thompson Dean will go over the falls on the present rise. It was reported in steamboat circles yesterday that Capt. Frank Oakes would load the Alaska for New Orleans, to go out on the present rise."

From the Louisville Courier, August 3d: "The Argonaut No. 2 and barge left for New Orleans last evening with all she wanted."

Marine Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Thursday, August 6, 1868.

Cleared Yesterday.

Steamship Reindeer, Magrath, for Pensacola, G P Deshon
Steamer Lucretia, Davis, for Mobile, Master
Ship Sorrento, Wilson, for Liverpool, Ball, Lyon &co

Arrived Yesterday.

Steamship W G Hewes, Tripp, from Indianola and Galveston, to C A Whitney &co—1st district
Lugger Liberty, Augustin, from Barataria, to master—2d district 15
Lugger Stonewall Jackson, Saline, from Lafourche, to master 2d district 15
Lugger Arthusia, Lannis, from St James Parish, to master—2d district 15
Lugger Theodore Capegas, Dufresne, from Pointe a-la-Hache, to master—2d district 15
Lugger Magenta, Pooline, from Jesuits' Bend, to master—2d district 15
Lugger Flor D'Italia, from St John Baptist, to master—2d district 15

STEAMBOATS.

Continental, Carter, from St Louis
Mittie Stevens, Kellogg, from Montgomery Landing
Lotus No. 2, Daniels, from Jefferson
A G Brown, Bassett, from Lower Coast
Hunter, Jennfr-an, from Pointe-a-la-Hache
Mary, Carroll, from Mobile
Lucretia, Davis, from Mobile

Below Coming Up.

Ship Corenet, Corregall, from Liverpool, June 18th, to Creevy, Nickerson &co

Memoranda.

Philadelphia, July 29—Sailed for New Orleans via Havana, steamship Punjata, Hoxie.

Exports.

LIVERPOOL—Ship Sorrento—341 bales cotton 10⅝ hhds tobacco 471 bbls rosin 276 pcs oil stone 163 cedar logs 50,000 staves

PENSACOLA—Steamship Reindeer—45 bbls flour 32 bbls pork 2 tcs lard 225 sks corn 10 bbls rice 1 bbls whisky 1 bbls sugar and sundries

MOBILE—Steamer Lucretia—8 hhds sugar 19 bags coffee and sundries

Imports

INDIANOLA AND GALVESTON—Steamship W G Hewes $2455 specie Francke & Dannel—$1490 do Simmes, Levy &co $1 60 do Garner Wynne &co—$301 25 do Katz & Barnet—$290 do S E Mongin—5 bales cotton E Pilsbury—1 do Jno E King—5 bbls wine J A Harrall &co—2 bbls tallow J H Keller 2 do Francke & Dannel—2 do 19 hides 2 bdl hides W F Witcerell &co—7 bales rags and sundries Kaufman &co—65 hid s 7 bales hides 2 bags wool J L Courret—4 do G A Whitney &co—225 head cattle McQuoid & Mehle—1 bbls tallow and sundries to order—Total 6 bales cotton

MOBILE—Steamer Mary—50 bbls rosin Ober, Atwater &co—5 cases tobacco S Hernsheim—82 hxs do Suther in, Calloway &co—184 pkgs do W VanBenthuysen—sundries to order

MOBILE—Steamer Lucretia—Sundries to order

Receipts of Produce.

ST LOUIS—Steamer Continental—1136 sks corn J B Woods—229 sks oats C E Slayback &co—545 sks bran 1 horse and buggy 31 mules 50 bales wool 101 bbls pork 731 bbls flour 22 bbls meal 25 bbls potatoes 4 bbls onions to order—2 bbls eggs A Juliana—1 do Fairchild & Blodgett—41 sks wheat E & G Cromwell—200 bxs starch V Fusson—100 do H Blesse &co—30 do I Bloom &co—50 do J W Shearer &co—100 bbls flour S H Kennedy &co—100 do Hays, Tunstall &co—6 burial cases 40 bf bbls beer C A Whitney &co—6 bbls vinegar 9 bbls apples 38 bbls onions 199 bbls potatoes S B Sifers—10 bbls potatoes 67 bbls pork F F DelBondio—100 sks oats H F Sturcken—1 box books Renshaw & Cammack—2 hhds tobacco 19 tcs hams to Kirkpatrick & Keith—16 tcs hams Weisenbach & Klumpp—60 bbls potatoes G W Byrne &co—35 pkgs tobacco S Hernsheim—16 bdls twine 223 bbls flour J L Dunnica &co—258 bbls flour 10 bxs eggs Harris & Bidwell—410 sacets bran Bostick & Seymour—100 fkns butter Grieff & Byrnes—450 sks bran Geo Martin—140 do 425 bbls flour Kehlor, Updike &co—147 do 6 bbls eggs 3 bxs do 72 sks malt 11 bbls potatoes 155 bxs cheese F DelBondio—850 sks bran 825 bbls flour to order—237 do 275 sks bran 5 bxs bacon 4 bxs eggs C E Slayback &co—5 bbls oil 30 bbls flour J Allen, Wayne &co—147 bbls potatoes 10 bbls onions 8 bbls eggs 2 bxs eggs Miller & Meyer—221 empty barrels Pare &co—1 bdl mdse W C Tompkins—20 bbls potatoes H Hoffer—4 bbls pork Flash &co—1 hhds tobacco E C Rosch—50 bxs cheese 8 bbls onions McFarland, Straight &co—11 bbls potatoes A M Wallis &co—24 bbls flour W C Kimball &co—218 do G T Baddecke—50 bf bbls do 117 bbls meal Chenoweth, Casey &co—100 bbls flour Keep & Caulfield—400 do Cook, Dolhonde &co—39 do J B Vanhorn &co—295 do Glover & Odendahl—50 J H Pohlhans—2 cshs bacon C F Lauman—100 sks malt John Seatle—25 doz brooms J I Adams &co—25 bxs candy White & Ward—100 fkns butter A D Grieff &co—25 bf bbls beer to R Faschnat—9 bxs eggs F Canhepe—6 do McIntyre & Applegate—1 lot furniture M Miller—50 bbls potatoes 120 sks oats to M Druhan—175 kegs lead Potheff & Knight—150 bxs candles 20 cshs bacon to Woods, Matthews &co—15 do 50 bbls flour Shropshire & Hathorn—50 do E W Pierce—11 pkgs tobacco S L Nasits & Bro—15 bxs mdse Folsom Bros—15 kegs shot J M Lewis &co—792 sks oats 119 sks bran M Duffy—15 tcs hams 600 lbs ia d 149 bbls pork D W C Sanford &co—77 pkgs mdse E J Hart &co—4 saws Branch, Crooks &co—4 pkgs earthenware Thos Glaser—302 sks oats 50 bbls meal H Graebe &co—200 bbls flour J H Oglesby &co—328 do B M Horrell &co—100 do Turnbull, Kerby &co—100 do 100 sks bran H M Soria—408 sks oats 140 sks corn Lacey, Terry &co—40 hf-bbls beer J Zeigler—4 bbls eggs P S Duhonchet—lot furniture H Pinard—2 bales mdse 41 pkgs cheese 17 bbls eggs Schmidt & Zeigler—23 fkns butter F Avet & Cambon—700 bbls lime S Richards—sundries to order—Total 3 hhds tobacco

JEFFERSON—Steamer Lotus No. 2—5 bales cotton Jos Hoy—3 do Gaines &co—2 do Speake & Buckner—1 do Jno Chaffe & Bro—4 bales snakeroot Wright, Allen &co—589 hides 7 bale skins 41 bdl hides 13 sks wool 4 bbls tallow 2 bbls wax S L Mann &co—2 skins 7 hides H H Hansell—1 bales hides 19 hides C L Walmsley &co—9 sks saltpeter E J Hart &co—85 head cattle 34 sheep McQuoid & Mehle—sundries to order—Total 11 bales cotton

LOWER COAST—Steamer A G Brown—36 bbls rice to A Socola—13 sks potatoes R Wynne—3 bdl hides L Reuch—sundries to order

POINT-A-LA-HACHE—Steamer Hunter—64 bbls rice to Penaud & Fellon—56 do F Martin—29 do J David—21 sks rice A Socola—sundries to order

MONTGOMERY LANDING—Steamer Mittie Stephens—231 head cattle McQuoid & Mehle—sundries to order

BARATARIA—Lugger Liberty—60 sks potatoes 10 sks onions N Barrois

LAFOURCHE—Lugger Stonewall Jackson—105 bbls potatoes to order

ST JAMES PARISH—Lugger Arthusia—42 bbls potatoes to order

POINTE A LA-HACHE—Lugger Theodore Capegas—64 sks rice L Sarle

JESUITS' BEND—Lugger Magenta—65 bbls potatoes to order

ST JOHN BAPTIST—Lugger Flor D'Italia—80 bbls potatoes

Receipts by Railroads.

NEW ORLEANS, JACKSON & GREAT NORTHERN—6000 feet lumber J B St Amand—4000 do B F Taylor—9 bales yarn Jno T Hardie &co—3 bales osnaburgs Richardson & May—1 car ship knees Gubernator &co—20,000 brick G Webber—169 bxs fruit J W Crisler—18 do B Tracmontani—216 E G Cloud—154 J R Boarman—21 C H Schwartz—20 A T Bennett &co—60 Fuech & P—409 R H Aby—18 M DeGregorio 8 Shropshire & Hathorn—14 F Cherot—sundries to order

NEW ORLEANS, OPELOUSAS & GREAT WESTERN—75 hides and sundries to order—1 bale wool L Lacassagne—51 grots T G Noel &co

RAILROADS.

GRAND EXCURSION

—via the—

GREAT SOUTHERN MAIL ROUTE,

—to—

Virginia Springs and Lynchburg.

TICKETS GOOD FROM AUG. 1 to SEPTEMBR 15,

Giving passengers ample time to visit any or all of the following places, viz:

Lookout Mountain,	Little Red Sweet,	Bath Alum,
Montvale Springs,	Old Sweet,	Warm Springs,
Red Sulphur,	Mountain House,	Healing Springs,
Yellow Sulphur,	Coyner's White Sulphur	Hot Springs,
Salt Sulphur,	Rock Alum,	Bedford Alum Sp's.,
Alleghany Springs,	Fauquier White Sul.	Natural Bridge,
Greenbrier White,	Rockbridge Baths,	Lexington, Va.

FARE for the ROUND TRIP to LYNCHBURG and Back

$43 50! $43 50!!

The Fare and Accommodations at these delightful Watering Places cannot be excelled.

The mountain streams of Virginia abound in the finest trout in the world, and the hunting is unsurpassed.

The route passed through many places made memorable by the late war. The Mountain and River scenery is most picturesque and attractive. Lookout Mountain, the valley of East Tennessee, formed by the Cumberland and Alleghany Mountains, the NATURAL BRIDGE, the Summit of the Blue Ridge, the Peaks of Otter in the distance, form a combination of Grand and Beautiful scenery rarely equaled.

Sleeping Berths can be Secured from New Orleans to Lynchburg.

An EXPRESS TRAIN leaves the Calliope street depot daily at 4:30 P. M.

Canton 4 A. M. Chattanooga 4:52 A. M. Bristol, 6:40 P. M. Grand Junction, 3:30 P. M. Knoxville, 11:30 A. M. Lynchburg 8:10 A. M.

Elegant Sleeping Coaches on all Night Trains

BAGGAGE CHECKED THROUGH.

For further information, apply at the General Ticket Offices under the City Hotel, corner Camp and Common streets.

D. H. FEGER, General Southern Agent.

POATCHARTRAIN RAILROAD COMPANY.

This Road, as now extended, will be opened to the public on

Sunday, the 19th Instant.

Fare to and from the Lake, same day, TWENTY-FIVE CENTS.

Children under 12 years of age will be charged TEN CENTS.

The City Terminus is fixed at the Head of Lafayette street, where within a few yards of the Steamboat and Barge Landings, and in the immediate vicinity of all the Warehouses and Western Produce Dealers, the Company has erected a GRAND FREIGHT DEPOT, with a capacity of at least ten thousand barrels.

Observing CITY TELEGRAPH TIME as closely as possible, the Trains will run as follows, halting at Canal street, at French Market, at Old Passenger Depot and at Claiborne street:

Steam Train leaves New D'pt.	Steam Train leaves Lake End.
6¼ o'clock A. M.	5 o'clock A. M.
7½ " "	6¼ " "
9 " "	7½ " "
10½ " "	9 " "
12 " M.	10½ " "
2 " P. M.	12 " M.
3 " "	2 " P. M.
4 " "	3 " "
5 " "	4 " "
6 " "	5 " "
7 " "	6 " "
8 " "	7 " "
9 " "	8 " "
	9 " "

The 9 P. M. Train from the Lake will not go beyond the Passenger Depot at the head of Elysian Fields street.

The Horse Car will leave the city at 4 A. M., and the Lake at 10 P. M., and cannot, for the present, run beyond the Old Depot.

For the convenience of Bathers and Fishing parties, a steam Train will leave the New Depot at 4 o'clock on Sunday mornings. An extra trip will also be run at 1 o'clock in the day.

Baggage, light household effects and family supplies will be received at the OLD DEPOT if the traveler so prefers it. In that event, the packages must be brought only on the day of the departure of the steamer for which they are intended, and then not later than thirty minutes prior to the passing of the train which connects with her.

Travelers from Mobile or the Watering Places who may desire their baggage and effects delivered at the Old Depot will please express their wish to the officers of the boat, who will take pleasure in seeing that their property is assorted and placed separately on the wharf.

G. PANDELY,
General Superintendent.

THROUGH RATES OF FREIGHT

BETWEEN

NEW ORLEANS,

New York, Boston, Philadelphia and All Points North and East,

VIA N. O., J. AND GREAT NORTHERN AND MISSISSIPPI CENTRAL RAILROADS, ETC.

ALL RAIL ROUTE.

No Insurance Required.

THROUGH BILLS LADING SIGNED AND RATES GUARANTEED.

N. O., J. AND G. N. RAILROAD OFFICE, New Orleans, July 1, 1868.

Shippers are informed that we are now transporting freight between New Orleans and New York, Boston, Philadelphia, etc., at very low rates, making a saving to the shipper by this route of from TWENTY to FIFTY PER CENT.

All claims for loss, damage or overcharge will be promptly settled at points of delivery.

For further information apply at the Depot, on Calliope street, or at the office of the Company, No. 44 Carondelet street.

T. S. WILLIAMS,
General Superintendent.

JAMES YONGE, General Freight Agent.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

A PASSENGER TRAIN LEAVES DAILY at 4:30 P. M., making connections with Trains for Vicksburg, Meridian, and with the Mississippi Central Railroad for the North and East.

ACCOMMODATION TRAINS LEAVE ON SUNDAYS at 7:40 A. M., going as far as Brookhaven. Returning, leave Brookhaven at 3:30 A. M. on MONDAYS, arriving in New Orleans at 11:15 A. M.

Excursion Tickets are good for Train of Saturday or Sunday going north, and Trains of Sunday or Monday south.

FREIGHT TRAIN LEAVES DAILY (except Sundays) at 8:40 A. M.

T. S. WILLIAMS, General Superintendent.
JAMES YONGE, General Freight Agent.
ED. WARE, General Transportation Agent.

VIRGINIA MILITARY INSTITUTE

LEXINGTON, VA.

This institution is in full operation, and is ready to admit Cadets from the South at any period of the summer, and to take charge of them for the whole year.

The vacancies in the Faculty by the death of Gens. Stonewall Jackson, Rodes and Crutchfield, have been supplied by the appointment of Gens. G. W. Curtis Lee, Col. W. B. Blair and Col. J. W. Massie, with the addition of Capt. John M. Brooke, late of the Navy.

Address the undersigned. FRANCIS H. SMITH, Superintendent.

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NOTICE—THE COPARTNERSHIP HERETOFORE existing in this city, under the style of RICHARD FLOWER & MAES, is this day dissolved by mutual consent. Richard Flower is charged with the settlement