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THE DAILY REPUBLICAN

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Rates of Advertising.

Squares.	1 mo.	2 mos.	3 mos.	6 mos.	12 mos
One	$12 not	$22 not	$30 not	$50 not	$75 not
Two	22 "	38 "	50 "	80 "	125 "
Three	30 "	57 "	70 "	110 "	175 "
Four	38 "	67 "	90 "	140 "	225 "
Five	46 "	80 "	105 "	170 "	250 "
Six	54 "	93 "	120 "	200 "	275 "
Seven	60 "	105 "	135 "	230 "	375 "
Eight	65 "	115 "	150 "	260 "	450 "
Nine	70 "	125 "	165 "	290 "	460 "
Ten	75 "	135 "	180 "	320 "	500 "
Eleven	80 "	145 "	195 "	350 "	540 "
Twelve	85 "	155 "	210 "	380 "	580 "
Thirteen	90 "	165 "	225 "	410 "	620 "
Fourteen	95 "	175 "	240 "	450 "	660 "
Fifteen	100 "	185 "	255 "	480 "	700 "
Thirty	175 "	320 "	450 "	750 "	1200 "

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All business notices of advertisements to be charged twenty cents per line each insertion.

THE WEEKLY REPUBLICAN

Is published every Saturday morning. Subscription $5 per annum, in advance; half-yearly and quarterly, same rates. Single copies ten cents.

TRAVELERS' GUIDE.

Arrival and Departure of Railroad Trains.

North and East via Jackson Railroad—Leave daily at 5:30 P. M. Arrives at 1:50 P. M.

Galveston via Opelousas Railroad and steamer from Brashear—Leave foot of St. Anna street Thursdays and Sundays at 7:30 A. M. Arrive Wednesdays and Saturdays at 1 P. M.

Coast Steamers.

For Mobile—Steamer leaves Milneburg every day on arrival of 3 P. M. Pontchartrain cars.

For Mobile—Propeller steamer leaves New Basin every Wednesday and Saturday at 5 P. M.

Bay St. Louis, Pass Christian, Biloxi, Mississippi City, Biloxi, and Ocean Springs—Steamer leaves Milneburg Tuesdays and Thursdays on arrival of Pontchartrain; on Saturdays on arrival of 4 P. M. train going to Pascagoula.

For Florida ports—Steamship from foot of Calliope street on the 5th and 20th of every month.

For Madisonville, Mandeville, etc.—Steamer leaves daily on arrival of 3 P. M. train; Saturday, 4 P. M.; Sunday (excursion), 6:30 A. M.

Ocean Steamships.

For New York—Cromwell line every Saturday at 5 P. M.

For New York—Merchants' line every Saturday at 4 P. M.

For Baltimore and Havana—Steamship from Jackson Square on the 1st and 15th of every month.

For Texas Ports.

For Galveston and Indianola—Morgan line, foot of St. Joseph street, Wednesday and Saturday at 5 P. M.

For Brazos Santiago—Morgan line, foot of St. Joseph street, every Saturday at 5 P. M.

OUR NEW YORK LETTER.

The Late Heated Term—Fall Trade—Suburban Life—The Pacific Railroad—New York Opinions on Louisiana Affairs—The Presidential Campaign—A Suggestion for Our Legislature.

(Special Correspondence of the Republican.)

NEW YORK, August 24, 1868.

The dangers of the heated term for this summer are now over, and the scenes of mid-July are almost forgotten. The people here are beginning to think of the fall trade, and the bustle incident thereto is being seen all around in the hurrying to and fro of all classes through the streets of this great metropolis. In the morning cars and steamboats bring their loads of humanity into the city from the country to engage in trade, commerce, and manufactures, and the day's work over, evening sends them to their homes and families in the quiet suburban towns and villages, which are so numerous within a few miles from this place. It is estimated that not less than 100,000 people connected with the various departments of trade daily travel in this way in and out of the city.

Great are the expectations among the business men in regard to the immense accession to the trade here from the completion of the Pacific railroad, and colossal fortunes are already the anticipations of not a few young and ambitious merchants of our city. It is stated that this road will be ready for passenger travel through to San Francisco by the first of August, 1869, and that the revenues from freight and transportation will yield to the stockholders a semi-annual dividend of at least five per cent in coin. It is also said that this road will not be able to do all the business which is required to be done between the Atlantic and Pacific States, and that other railroads will have to be constructed and put into operation to meet these wants of an accumulating trade and population. Among the suggested new routes for this purpose is the short one, and by many considered the best, from the terminus of the Opelousas and Great Western road, which runs from New Orleans through Texas to San Diego in California. This route is some four hundred miles shorter than any other which has yet been surveyed, and less difficulty in its grading and engineering. Capitalists here are already mooting the question, and I doubt not at the proper time the subject will be taken up, and the project put through, by which New Orleans may become, as she ought to be one of the first commercial cities of our United States.

This State is rapidly increasing its railroad routes and intersections to such an extent that in the course of a few years nearly every county in it will have a communication directly with the main lines leading to the city, by which its surplus produce will be shipped with but little expense, and the proceeds realized by the producer at ruling market rates in the city, without the intervention of brokers or commission merchants.

The New York and Erie Railroad having now settled all its differences with its great rival, the New York Central, is in crease in popularity and prosperity under its new management. The new Board of Directors is composed of some of the ablest and wealthiest financiers of this city and country, and they are determined to make this route the pleasantest and most agreeable for tourists that can be found in our country. For this purpose they are now building and building new and palatial passenger cars, by which pleasure, comfort, safety, and security against accidents are combined. Let no Southerner coming North fail to try his pleasant route from Charleston to the Atlantic and Great Western, or from the New York and Erie, and he will be delighted with the journey. Since I came North I have been traveling pretty several months in the South, everywhere the people are energetic and eager to know all about Louisiana, and the true life and condition of Affairs there, which, though they are favorable in reputation, they do not feel so well satisfied as when the information is derived from the people themselves, who are from the place. The speech or short address of Lieutenant Governor Dunn which he made to the Senate on taking his oath of office gives universal satisfaction; and even the violent and vindictive Copperhead does not fail to commend the views and sentiments expressed in it.

The impression made upon the minds of great numbers of people here and in the country by the earnest appeal which Governor Wagnoth made to the President for military aid in suppressing crime and lawlessness is deep, and its effect will be that very many who were wavering in regard to the Presidential canvass will now give their earnest support in favor of Grant and Colfax, as the only means of securing protection to the loyal Union men of the South, against the rebels and their allies. It is beginning to be understood among the people in the country, that unless Grant and Colfax are elected that Union men of the Republican party will not be allowed to remain in the Southern States without danger to life and property, and that the Southern leaders of the so-called Democracy are only using that party as a tool by which they can come back to power to be wielded for the same end, by legislation, as was attempted by the late rebellion by force.

The presidential campaign in this State will begin in earnest next week, and the canvass will be the most thorough and complete of any that has ever been made. Able and eloquent speakers will be sent to every place of importance for the purpose of informing the people upon the issues involved in the contest. The boys in blue are engaging in the work of organization with the same zeal and energy which they displayed when they served in the late war in putting down the rebellion, and they feel assured of the success of their great leader, General Grant. The rebel-copperheads are also putting forth all their strength and have the assurance to think that they are going to win, but when the time approaches for the election, about the first of November next, they will find that the people of the North will maintain their loyalty and endorse the well settled issues of the war as adopted by the Republican party. Let the rebel copperheads of the South take note of this, and govern themselves accordingly.

At last, Brick Pomeroy has ushered his paper, called *The Democrat*, among Seymour's Patriots of this city, and such a scurrilous and blasphemous sheet as it is deserves the execration of all good citizens. It appears to be a rehash of his La Crosse garbage cart, and the blasphemy uttered in its columns is meeting with just and spirited condemnation from several of the respectable journals of this city. Even the *World* can not stomach the vile and foul language with which its co-laborer fills its daily columns, and large numbers of worthy and excellent Democrats of the old school have become so disgusted with the character of Pomeroy and his paper that they are resolved to have nothing to do with the party that tolerates such a mendacious blackguard. He is impudent and saucy to an eminent degree, and defies Northern public sentiment, lauds the rebellion and the friends of the Lost Cause, and pours out his abuse and billingsgate without measure upon all the loyal masses of the country. He may succeed with his enterprise here, but there are so very many of his party who are unable to read, that either the *World* or the *Democrat*, must go to the wall; and the one become absorbed in the other as the organ of the rebel copperhead party of the country. *Nous verrons*, as old Ritchie, of the Richmond *Enquirer* used to say.

Let me suggest a subject that ought to be considered by the Legislature of your State while it is in session, and it is the enactment of a statute for the protection of game. On an examination of the laws of the several States of this Union in relation to game, it will be found that there are two of those States which have no laws upon that subject, viz., Texas and Louisiana, and it ought not to be neglected any longer. By the enactment of a proper statute for the protection of the birds in and around New Orleans, if nothing more, your Legislature would be doing an act which would meet the approbation of all good citizens.

This State has the most humane and comprehensive statute for the preservation of game, which was framed at the instance of the Sportsmen's Club of this city, and was enacted by the late Legislature in March last, and it is well worthy the perusal of all who are interested in the *esprit du corps* of the sportsmen of our country. Let Louisiana go and do likewise.

The school question in your State is exciting considerable interest here and in the country, of which I shall have something to say in my next. S.

The War Democrats.

We understand that a number of prominent war Democrats in this State are arranging for a thoroughly organized movement among themselves to sustain General Grant and John A. Griswold. The keynotes of rebellion sounded by Wade Hampton, Howell Cobb, Toombs, Vance, and all the leaders of the South, have filled them with well-founded fears of another civil war if Seymour and Blair come into power. There are tens of thousands of war Democrats who would have voted for a conservative nominee of the Democratic convention, who now stand aghast before Seymour and his platform, backed by the fire-eating rebels of the South. They consider that their capital, their business, and all that they value most are in imminent danger if such men are to come into power, and such doctrines as are announced in the Democratic platform are to prevail. Thousands and tens of thousands of loyal Democrats went nobly forward to sustain the war with their lives and money, and they now say that they will not go back upon their record and stultify themselves by supporting Seymour, with a prospect of having his friend, Wade Hampton, for Secretary of War. War Democrats, you are right! Organize for your country, for it is in danger. The great crisis of '61 which called you out and made you forget old party ties, again summons you to go forward and organize. Let the work be done thoroughly in New York and Pennsylvania.—*New York Tribune.*

This movement in New York has already assumed formidable proportions, says a Philadelphia paper, and when they are made public the names of the participants will be found to include some of the ablest representative men, comprising former members of Congress, capitalists, manufacturers, mechanics, and lawyers. Those citizens who have the charge in Pennsylvania include persons of equal influence and renown. There is hardly a township in which voters are not to be found in favor of Grant who voted against Lincoln in 1860, and for McClellan in 1864.

So the great, glorious Grant ball rolls on. Keep it moving, and let it gather impetus and magnitude until the reverberating shout of victory shall be heard on the third of November.

Advices from Florida say that as the Legislature adjourned without making any provisions for the interest upon the old debt of the State incurred before the war, Governor Reed is considering the propriety of reconvening that body, both to provide for the interest and also to repeal the law giving the Legislature authority to elect Presidential Electors. Prominent Republicans are urging the property of

Monetary and Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY EVENING, August 29, 1868.

The money market proper has undergone no material variation. The demand for discounts continues very light, while the supply of available capital is ample at street rates, may still be quoted at 10@12 ⅌ cent in currency for the accommodation of all A1 borrowers. The annum for A1 paper on call, or for short periods secured by satisfactory collaterals, and 18@1⅝ ⅌ cent annum for second grade. Mortgage paper rules at 10@11 ⅌ cent ⅌ annum for first class, and 12@15 for second grade. The banks discount most of the approved paper offered by their customers, and are free lenders for short periods on solid collaterals.

Gold opened at 16⅝@16¾ against 16⅝ at New York, and after an exceedingly limited movement closed at the opening rates. The sales include $7000 (gold) at 16⅝; $1000, $5000 and $10,000 at 16¾, and $2000 at 16¾. We did not learn of any sales of silver; it is quoted at 135@140, for American half dollars, and 147@148 for Mexican dollars.

The market for Foreign Exchange exhibited very little activity. The sales were to a limited extent $4000 bill of lading at 106⅞ and $1000 bank at 109⅞, for gold. In francs 60 days, private bankers, changed hands at 5.45. Sterling may be quoted at 108@109 and 109 for bank, and 108⅞@107⅞ for A1 bill of lading and clear, and francs 5.60@5.55 for the former and 5.50@5.45 for the latter.

The movement in domestic exchange was at almost a stand-still. The banks checked on New York at ¼ ⅌ cent premium, but met with an exceedingly tight demand, and the sales of commercial were confined to $5000 and $10,000 New York sight at ¼ ⅌ cent premium, and $25,000 ($8000 and $20,000 at ½. Nothing was reported to us in stocks or bonds.

City treasury warrants continue to show marked variation. The sales included $13,000 ($1000, $2000, and 10,000) at 34¼ ⅌ cent discount, and $2000, in two parcels, at 34. But others refuse to accept those figures. Buyers offer ⅓⅛ less.

COTTON STATEMENT.

Stock on hand Sept. 1, 1867—bales	15,256
Received to-day	170
Arrived previously	60,204
Made from waste and damaged cotton, etc	8,019—68,393
	83,649
Cleared to-day	489
Cleared previously	68,204—68,693
Stock on hand and on shipboard	1,956

The exports were for New York exclusively.

COTTON AND BALES.—The market for foreign shipments continues to be very dull, and prices are nominally unchanged. We quote: Low ordinary, 25@26; ordinary, 27@28; low middling, 28@29; middling, 29@30; good middling, 30@31; fair to prime, 32@34. No market for Cuba moist sugars. Week's sales sugar, —; receipts, 6 hhds; exports, 2. Week's sales molasses, —; receipts, 10 bbls; exports, —. Last reports from Cuba, 187 hhds, 27 tcs and 1 bbl sugar.

ARRIVALS FROM THE WEST.—Since our review yesterday the following steamers have arrived from the West, and have discharged their cargoes: Steamer Commonwealth, from St. Louis, has arrived.

ST. LOUIS.—Is very dull to-day. The only transaction reported was 300 and 200 bbls choice treble extra on private terms; 300 treble at $10 40; 100 choice at $10 50; and 100 superfine at $9 75. The market still too unsettled to admit of quotations.

CORN—The market is still dull. 800 sacks were sold, 400 white 70 and 400 yellow, 90 cents; 100 sacks white at $1 10, and 211 yellow and white mixed at 91 0⅞ ⅌ bushel.

OATS—Are dull at 65@70 and 100 sacks sold at 65c ⅌ bushel.

BRAN—400 sacks changed hands at $1 20 ⅌ 100 lbs, and 400 sacks ship stuff at $1 20.

HAY—The market is dull and prices declining; 50 and 75 bales choice Western sold at $26, and 122 do. Louis at $24 ⅌ ton.

PORK—Dull and unchanged. Mess in small lots is quoted at $30 50 ⅌ bbl.

BACON—5 casks clear ribbed sides sold at 17½c. ⅌ lb; shoulders are quoted at 14 and 15c.; clear sides 17½ @18c. ⅌ lb.

LARD—Keg lard is scarce; choice is quoted at 22@23c. ⅌ lb; choice tierce lard is retailing at 19@20c ⅌ lb.

TOBACCO—Since our review of Wednesday there has been only a moderate degree of animation in the sale of tobacco. The sales embrace 60 hhds, of which 22 at 11c ⅌ lb; 8 at 12@12c; 28 and 16 at 13@13c; 6 at 14c; 2 at 15c; and 1 at 16c. The stock in factors' hands is light. We still quote:

	Light.	Heavy.
Refused	7@8	9@10
Common leaf	9@10	10@12
Medium	10@12	12@13
Good	13@15	15@16
Fine	15@17	15@20
Choice selections	18@20	19@22
Fine wrappers	25@30	—@—

PROVISIONS—The market is still extremely dull. For foreign ports there are only one vessel for Havre and one steamer for Liverpool, and there is scarcely anything offering. Our jobbers are still receiving quite moderate cargoes of assorted freights; while by sail there is still nothing doing in transportation. We quote: By steam—cut ribs, New York, 9 ⅌ lb; flour to do and Boston 55@60c ⅌ bbl; tobacco $7c ⅌ 100 lbs; cotton 5-16c ⅌ lb; corn 7c ⅌ bushel. To Liverpool—cotton 9-16c ⅌ lb; tobacco 40s ⅌ hhd; flour 3s 6d ⅌ bbl. By sail to Havre, cotton 9-16c ⅌ lb; tobacco 40f ⅌ hhd.

BUTTER—Is in fair demand at 45@47c ⅌ lb for choice Goshen, and 40@45c for good Northern. Western is quoted at 30@35c ⅌ lb.

CHEESE—Is quiet at 20c for Northern cream, and 10@15c ⅌ lb for skim, and 16@18c for Western Reserve factory.

MALT AND HOPS—Malt is quiet at $2 80@3 85 ⅌ bushel for Western American, and $2 90 for Canada. Hops still dull at 40@45c ⅌ lb.

IRON TIES—Are steady at 7c ⅌ lb by wholesale, and 7½c by retail.

SALT—There is a better demand prevailing. We still quote Liverpool, coarse and fine from warehouse, $2 40@2 45 ⅌ sack; do from store $2 50@2 60; Turk's Island $2@2 10 ⅌ bushel. Ground alum continues without offering has been stored for better prices.

INDIA BAGGING—The last sale of a round lot was at 30c ⅌ yard. It is retailing at 30½c ⅌ yard in rolls, and 35c in bales.

NAVAL STORES—Rosin is quiet at $4 ⅌ bbl for pale No. 1; $2 10 for No. 2, and $2 50 for common. Tar firm at $2 25 for eighteen to twenty gallon packages. Southern pitch is quoted at $4 ⅌ bbl. Spirits turpentine quiet but firm at 60c ⅌ gallon.

WHISKEY—Western is quoted at $1 12@1 25 ⅌ gallon.

HIDES—The market is dull and drooping. We quote wet city slaughter 9½@10c ⅌ lb; do calf skins $1@1 25 each; dry salted 16@18c; country dry tint 17@19c; Texas stretched 18@19c; Mexican dry 20@21c ⅌ lb.

Marine Intelligence.

OFFICE OF THE DAILY REPUBLICAN, Sunday, August 30, 1868.

CLEARED YESTERDAY.

Steamship Texas, Baker, for Indianola. Master
Steamship Gen Grant, Quick, for New York. Wood, Low & Ludwizen
Steamship Yazoo, Hodges, for New York. A Moulton
British Brig Fortuna, Rault, for Genova, via Marseilles. Goldenbow & Kelley
Schooner Linda, Sibiss, for Cardenas. Master
Steamer Commonwealth, Conley, for St. Louis. Master

ARRIVED YESTERDAY.

Steamship Clinton, Beckett, from Galveston and Indianola, to O A Whitney & co—1st dist
Br schooner Delphin, Eden, from Caymo, to E Pilsbury—2d dist
Schooner Rover, Lemon, from Tchefuncta river, to Baxter & Wilson—New Basin
Brig Ada, Kennedy, Sullivan, 35 days from Bordeaux, to Theile, Seiler & co—2d dist
British schooner Angelina, Ward, from Rustan Island, 14 days, to master—1st dist
Burger Obiol, Vellion, from Sarataria, to master—2d dist

STEAMBOATS.

Emma No 3, Maratta, from Cincinnati.
Mary, Carroll, from Mobile.
Rubicon, Way, Scouill, from Shreveport.
Greyhound, Eagle Ba ance, from Bayou Sara.
Hunter, Jeanfran, from Pointe-a-Hache.
Waldron, Ross, from Lower Coast.
Thos J May, De Bouchel, from Jesuits' Bend.

BELOW COMING UP.

Schooner Elvira, Johnson, 12 days from Tampico, to S Fernandez.

EXPORTS.

GENOVA—Brig Fortuna—Wines, liquors, etc., returned to Marseilles and Genoa. 200 staves 150 hhds shook, 1 case to order, per Rault.

ST LOUIS—Steamer Commonwealth—1006 boxes tin 3270 bars railroad iron 48 cks wine

NEW YORK—Steamship Texas—22 cks corn—19,000 feet lumber—23 boxes soap—10 sacks oats—and sundries

NEW YORK—Steamship General Grant—207 bales cotton—300 sacks oats—680 bbls meal—161 cases and bbls iron—21 casks bacon—24 bales rope cuttings 1 bale sail cloth—1154 sacks flour—1 bales do—48 bales mess—6 bells hump iron—226 sacks cotton seed—12 pigs copper—16 pigs under

NEW ORLEANS—Steamship Yazoo—221 bales cotton 11 do linen—2222 sacks oats—2019 sacks corn—251 do cotton seed—1000 hides—31 bbls oil—301 bbls bone dust—22 pigs lead—18,328 specie

IMPORTS.

CAYMO—Schooner Delphin—2 hhds sugar 3 tcs do 6 bbls molasses 2 carts to order.

MOBILE—Steamer Mary—14 bales cotton to M Leer—2 do Richardson & May—2 do Jennings, Wise & co—1 do Jennings, Wise & co—2 do Pfister & Bauman—1 do Wm Kennedy—1 do Wolff & co—1 do Wolff & co—1 do Wolff & co