New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES.

OFFICAL JOURNAL OF THE STATE OF LOUISIANA.

NEW ORLEANS, JULY 3, 1870.

THE NEW ORLEANS REPUBLICAN HAS THE LARGEST CIRCULATION OF ANY REPUBLICAN PAPER IN THE SOUTH.

THE DAILY REPUBLICAN

May be had of the following dealers:

George Ellis, opposite the Postoffice.

A. Simon, 94 Exchange Alley.

J. C. Haley, 19 Commercial place.

C. G. D. Holle, 61 Exchange Place.

James Ennis, Pontchartrain Railroad depot, Third District, also at depot foot of Lafayette street, First District.

John Schafer, corner Ninth and Constance streets.

J. W. Long, corner of Love and Enghein streets, Third District.

E. S. Marks, opposite Jefferson market, Sixth District.

W. R. Dirks, No. 34 Annunciation street.

THE GREAT QUESTION OF THE DAY.—"Which boat do you bet on?"

Dr. M. A. Southworth, of New Orleans, was at the Briggs House, in Chicago, last week.

J. W. Platt & Co., sell the Eureka brand of choice family flour, delivered to any part of the city, at $7 50 per barrel.

The Pensacola *Observer* establishment is for sale cheap, for cash, or a part interest would be sold to an acceptable partner.

All the government offices, State and national, will be closed to-morrow, and officials and employes will enjoy the national holiday.

Messrs. Louis Stern & Brothers, will sell to-morrow, at ten o'clock, at sales room No. 16 Chartres street, five hundred cases boots shoes and brogans.

The Postoffice will close at ten o'clock to-morrow morning, to give the patriotic employes an opportunity to participate in the celebration of independence day.

The following New Orleans passengers left New York on the twenty-fifth ultimo for Bremen, on the German steamship Rhein: O. H. Kastendiek, R. Griesnigen and lady, O. Chopin and lady, C. Schaible, Fred. Aug. Bitter.

Mr. Gilmore, of the New Iberia *Times*, arrived in the city last evening, and will remain here a week or two, occupying the time in obtaining advertisements for and writing letters to that popular paper and valuable advertising medium.

The United States and West India Fresh Meat and Fruit Company advertises that the steamer Fire Fly, which recently brought a cargo of refrigerated meat and fish from Texas, will receive freight for Rockport, Texas. See advertising columns.

S. G. Kreeger, at 585 and 587 Magazine street, is now offering extraordinary bargains in dry goods. Nos. 585 and 587 may be considered by some as high up, but those who visit Kreeger's store will find his prices marked very low down. His stock is splendid and very extensive, and he wishes to reduce it previous to taking his annual inventory. Hence his extraordinary low prices. See advertisement..

The Louisiana Frear Stone Manufacturing Company, at the head of which is that old and well-known citizen, Newton Richards, Esq., has an advertisement in another column, to which we call the public attention. This new article of building material is fast coming into public favor, and, independent of its cheapness, its qualities will recommend it to the attention of builders and architects.

The splendid, fast and safe steamer, William S. Pike, will leave the foot of Customhouse street, this evening, at five o'clock, on a pleasant little Sunday excursion, either up or down the river, a distance of fifteen or twenty miles. It is one of the finest excursion trips for families that can be desired, and as the fare for the round trip is only a dollar, we advise those who need a little relief from the tedium of the city to go on the Pike. Captain Brown sends us complimentary tickets.

We are indebted to C. C. Haley, 19 Commercial Place and 153 Poydras street, for a great variety of choice Sunday reading, including Every Saturday, the London Graphic, a very superior, literary and scientific publication, Frank Leslie's Lady's Magazine, Harper's Bazar, the Chimney Corner, Appleton's Journal, London Punch, Punchinello, a New York magazine, after the manner of Punch, or the Charivari, but not inferior to either in ability, and exquisitely printed, the New York Ledger, Clipper, the XIX Century, Saturday Night, etc.

The Clerks' Benevolent Association of Louisiana have made preparations to celebrate the Fourth by a grand picnic and ball, to take place at the Fair Grounds. They have a very sufficient programme for the occasion, which shadows forth abundance of enjoyment, consisting of races, a base ball match, and together with a display of fire works. See the advertisement in another column, and judge whether it does not promise large gratification to all who visit this picnic at the Fair Grounds on the Fourth of July. The gate opens at twelve o'clock. See advertisement.

THE NEW RAILROAD TO CARROLLTON AND THE LAKE.—The commissioners of subscription for the Metairie and Lake Railroad Company, give notice in another column of an election to be held at the company's office on Thursday, the fourteenth instant, for seven directors to constitute the first board. This new enterprise is now fairly under way, the stock necessary to enable the company to proceed to work is being rapidly taken, and our citizens will very likely, before the summer is over, have another delightful line of travel opened for their accommodation. To effect this desirable consummation, it is the duty of those of our citizens owning property or living along the line of the proposed roads to assist in carrying out, and to some extent to control the management of the enterprise, and they should, therefore, at once take the necessary steps toward gaining a voice in the election of directors and organization, which will take place as stated above.

The rights and franchises of the company are exceedingly valuable—guaranteed by a perpetual charter from the State, and the company will commence operations under such favorable auspices as will insure a successful career.

AMERICAN INTEROCEANIC CANAL.

The following dispatches were given in yesterday's REPUBLICAN:

WASHINGTON, June 30, 1870.

The Nipsic has arrived in New York, the Darien expedition being a failure.

Mr. Sumner reported in favor of an appropriation for surveying a canal route across the Isthmus of Tehuantepec.

When taken in connection with what has been transpiring during the last six months relative to the subject of American interoceanic canals, these are the most important dispatches to this city and State that have been received for many a day, with the exception of that received two days previously, announcing the passage by the Senate of the Texas Pacific railroad bill. A new era is drawing upon us, as well as upon the rest of the civilized world, and the energies of men's minds are rapidly being diverted from the old and circuitous channels of trade to other and shorter ones, which, while they are destined to bind us more closely together as a nation, promise likewise to give us in return for their opening all the varied treasures of the eastern world.

Since the waters of the Indian Ocean and the Mediterranean have been united by a ship canal across the Isthmus of Suez, it has been more than ever desirable to all Americans that those of the Atlantic and Pacific should also be united by way of the narrow lands which connect the great divisions of the New World. Of course, if it were possible, a "thorough cut" canal, like that of Suez, would be preferred. The "Darien" was the only thorough cut project that seemed feasable to engineers, and it was the only route over the 1500 miles of isthmus for which the United States possess the right of way, obtained after long trial and great expense, from the government of Colombia last winter. By way of Tehuantepec we have right of way for a railroad, but not for a canal. Since obtaining the right from Colombia, our government has had an expedition, under Commander Selfridge, surveying the Darien route, while dry months of April, May and June, before the commencement of the rainy season, would permit them.

In the mean time, notwithstanding the first encouraging reports, official advices from the expedition itself for the last two months have not been favorable, and the friends of other routes have been actively getting their views before Congress. On the sixteenth of March, a paper of importance was read before the "American Society of Civil Engineers" by Colonel Julius W. Adams, in which he says:

Not less than twenty-six lines have been more or less explored or surveyed. All but one of these lines—the Tehuantepec—are below the Peninsula of Yucatan, and may be said to connect the two oceans directly. The Tehuantepec would join the waters of the Pacific with those of the Gulf of Mexico. An artificial serait, a "through cut," from ocean to ocean, if that alone will serve the wants of commerce, is only possible at some point on the Isthmus of Darien, or at its very junction with the main land of South America—the most southerly of all the proposed localities. Such an undertaking has not been without its strong advocates, and we may assume the possibility of its success at one or the other of the points indicated. It may be found, however, on a more careful survey, that a "thorough cut," while it constitutes a really magnificent possibility, would not at this time comply with the requirements of commerce or the conditions of sound policy. We are, on the other hand, so far as we can judge from investigations already made, compelled to doubt, if not to deny, the practicability of lockage canals on most of the more northerly routes proposed, excepting those at Nicaragua and Tehauntepec, owing to the absence of a sufficient supply of water for a summit level. Since, therefore, such a defect would be vital, and as it is claimed for the Tehauntepec route that actual survey has demonstrated the existence of abundance of water there for the supply of the summit level, we may assume the Darien, at the extreme south of the Central American "narrow lands," as the natural representative of the propositions for a "thorough cut," and the Tehauntepec, at the extreme north, as the representative of the several projects for a canal with locks. Moreover, these two routes involve all the other questions, political or commercial, which affect the selection of a line for interoceanic transit.

But, though he showed reasons for discouraging the Darien route, it seems from our latest dispatch that he conceded too much for it. Yet, he was very fair, and while favoring the Tehuantepec route, which only proposes a ship canal, with locks, he, with all others, awaited with interest, the report of the expedition sent out by the government of the United States to survey the Darien route.

Assuming the Tehuantepec route as the natural representative of the several projects for an interoceanic canal with locks, and as the one to which future surveys of our government will be directed, let us see what its friends and our government engineers claim for the locality. From the interest in the matter that New Orleans must have, we will be pardoned for this extended extract from Colonel Adams in the papers before referred to. He says:

Just north of the great peninsular of Yucatan is the Isthmus of Tehuantepec, lying wholly within the domain of the republic of Mexico. The direction of the coast line on either sea is so nearly east and west that the shortest line across the isthmus—about one hundred and thirty-five miles in length—must be drawn almost due north and south.

In a southerly direction from the mouth of the Goatzacoalcos river, on the Gulf, there exists a remarkable natural depression, extending through, with some irregularities, to the Pacific slope, forming a very available sort of "pass," and which has been made use of from the earliest days for purposes of transit from coast to coast. It was through this pass that Cortez marched his men, and conveyed the material for the ships which he constructed on the Pacific. He selected this for the ship canal and "Roman Road," the construction of which he urged so strongly upon the Emperor, Charles V. Here, at a later day, the Spanish government intended to have united the two oceans; and here, in 1842, the Republican government of Mexico caused thorough explorations to be made with the view of making a canal from sea to sea. Political difficulties and changes prevented any attempt at practical realization.

During the first rush of emigration to California, a mail service was maintained for nearly a year at this point, from the upper waters of the Goatzacoalcos river to the Pacific coast. At the present date, not only are active steps being taken, and work pushed forward, for the construction of a railway on or near the line previously selected and surveyed under the supervision of General Barnard, but it is also proposed to attempt the construction of a lockage canal, and it is claimed that this can be more easily and cheaply accomplished at Tehuantepec than at any more southerly locality.

The line of the proposed interoceanic transit would be about one hundred and fifty miles, but of this only about fifty miles would be altogether artificial, the remainder consisting of the great river Goatzacoalcos, on the Atlantic side, and of the two large lagoons on the Pacific. A canal admitting vessels of twenty feet draft of water with a railway on its banks as an auxiliary, would accommodate three-fourths of the commerce of the globe, as ships of a greater draft than that could be lightered and reloaded. A deeper canal would present only difficulties of pecuniary consideration. But a limit seems to have been reached in the draft of merchant vessels, and the universal tendency is to decrease rather than to augment it.

On the Gulf of Mexico, the mouth of the Goatzacoalcos offers an abundantly safe and capacious harbor, with a bar on which there is already a depth of eighteen feet at mean low water, which could be increased at a very moderate expense. On the Pacific side there are no very formidable difficulties in the way of opening and improving the two lagoons, so as to admit the largest vessels to a completely protected haven. The importance of safe harbors can hardly be over estimated. The climate of the Isthmus of Tehuantepec is salubrious, the soil fertile, and not only could supplies of all kinds be obtained in abundance, but depots for coal and facilities for ship repairs could be readily established and maintained. Telegraphic communication with the rest of the world could be readily established, both by land lines and ocean cables, while almost continuous mail connections could be made without difficulty.

Should we acquire Cuba, a not by any means impossible event, the gulf of Mexico would become absolutely under the control of the United States, conjointly with our sister republic of Mexico, whose interests are, in the main, identical with our own. The ports of New Orleans and San Francisco are nearer to each other by more than 3500 miles, by way of Tehuantepec than by Darien, and a similar argument holds good, in varied proportions, with reference to the Atlantic ports of the United States and Western Europe, and the Pacific shores of North America and Asia.

The gulf of Mexico has two main entrances; on the east between the Florida Keys and Cuba, and on the southeast between Cuba and the Peninsula of Yucatan. Both of these are narrow, and in case of war could be so easily defended as to make the Gulf a *mare clausum*, and assure the neutrality of the ship canal. A canal by way of Tehuantepec, as at any other point, would be suitably protected, from its very inception, by adequate treaty stipulations. The first step is the construction of the proposed railway, and this is certain of speedy completion.

The commercial and political advantages here urged for this route, with the fact that it was used by Cortes as a road, and that it has been surveyed by the Mexican government, within whose domain it entirely is, should be considered, and have doubtless had their effect upon the Committee of Foreign Relations in the Senate, of which Mr. Sumner is chairman. Doubtlessly, all available information was placed before the committee before the step was taken which is indicated in the dispatch from Washington. Vice-Admiral Porter, Admiral Dahlgreen, General Nickles, and others of the navy and army, could have given the fullest information, for soundings have been taken by our government officers of every foot of the rivers and lakes, and harbors on both the Gulf and Pacific side of this route. A large folio volume of about three hundred pages was published near a score of years ago detailing the results of a survey for a railroad over this route, under the direction of Major (now General) J. G. Barnard, of the United States Engineers, illustrated with maps and engravings, arranged and prepared for the Tehuantepec Railroad Company of New Orleans. A vast amount of geological, geographical and other information was thus afforded our government. And though it was only intended to demonstrate, as it did, the practicability and probable cost of the road, the journals of the survey were full and permanent as to its topography, geology and vegetable growth—as to valuable productions for commerce—timbers, stone for building, etc. Mr. Adams' paper is but a repetition of these facts. And these but confirm what Cortes had written in his official dispatches to the Emperor Charles V. three hundred and fifty years ago (in 1520), in which he says, for example, of Cortes' survey of the harbor on the Gulf coast: "They found two fathoms and a half of water at its entrance, in the shallowest part, and ascending twelve leagues, the least they found was five or six fathoms." About the same soundings were found by our officers three hundred and thirty years later, an important fact as proving that the material of which the bar is formed does not change its position. General Barnard is still active in urging this route upon Congress.

The chief objection urged against the Tehuantepec route has been the existence of a formidable sand bar on the northern or gulf side. General Barnard and officers of the coast survey have, however, reported that this bar is found to have a substratum of mud, in which case the said obstacle could be definitely removed by dredging. The only matter to learn is whether there be sufficient water at the summit of said isthmus for a ship canal. At the instance of the friends of the route, a resolution was offered to Congress by Senator Fenton, on the eighteenth of March, asking for a corps of engineers to be detailed for this purpose, and if sufficient water were found, a complete survey for a ship canal should be made. It was referred to the Committee on Foreign Relations, and yesterday we had the result. It is sufficiently evident from the surveys of twenty years ago, of which we speak, that there is water enough from those important streams, the Ostuta and Chicapa on the east, and the Tehuantepec on the west, which all proceed from the highest points of the Sierra, and through the upper part of their course are in close proximity to each other. They must be the source from which a supply of water may be obtained for the summit level of a ship canal.

It is unfortunate that this matter is before Congress at so late a day that nothing can be done this season toward the survey, the rainy season having set in.

PRONUNCIAMIENTO OF THE DEMOCRATIC PARTY.

The last public declaration of the Democratic party, signed by members of Congress, is a most extraordinary one, all things considered. In the first place it is extraordinary because it is addressed "to our fellow-citizens of the United States, friends of constitutional, economical and honest government." This is very remarkable, inasmuch as the history of the Democratic party for the last ten years has been in opposition to the best interests of "our fellow-citizens of the United States who desire a constitutional, economical and honest government." That this is the case, and that "our fellow citizens of the United States" have so regarded the acts of the Democratic party is most clearly demonstrated by the fact that that party has been shorn of all political power by the people since the memorable year of 1860, when it allowed the enemies of constitutional, economical and honest government to plot and attempt its destruction. Though the Democrats were then in power, we will not now attempt to deny that up to the time of Mr. Lincoln's first election to the Presidency we had a constitutional, economical and honest government; nor do we believe the Democrats will be disposed to gainsay this, though now, by implication, they deny it and assert that we have a "revolutionary, extravagant and wasteful partisan rule." And why do they say this? Simply because important elections take place this year that will determine the complexion of the next Congress, and their object is to get possession of that branch of the government and pave the way to possession of the entire government in the next Presidential election.

Considering what this country has passed through during the last ten years to preserve its integrity and the liberties of the people, the question of who shall control the government is still a most important one. There is nothing in the history of the Democratic party the past ten years that has received the sanction of the people of this country; on the contrary, its course has been antagonistic to the popular will and interest in all matters of legislation growing out of the late war, and if it has a policy it is one that it dare not yet give utterance to, as it is undoubtedly in opposition to all of those great measures and principles of government, adopted by the people since the termination of the war, and held by them to be permanently settled. As the Democratic party opposed the prosecution of the war to a successful termination on the part of the government, so it now opposes all of those measures that have been adopted by the government and people, as useful and legitimate results of the war. Therefore, when the Democratic party says "upon the coming elections then depends the question of whether the Democratic and conservative element for the Senate shall be increased, and whether that element shall have a majority in the House of Representatives; and, as a consequence, whether we shall have a constitutional, economical and honest government, or a continuance of revolutionary, extravagant and wasteful partisan rule, what does it mean? Why, it simply means opposition to all of those great principles involved in the war, and which were supposed to have been settled by its successful termination—principles that have since been engrafted in the constitution of the United States, and are regarded by the people as law of the land. The adoption of these great principles the "Conservative Democratic party," no doubt, considers as "unconstitutional, partial and unjust class legislation;" and for the purpose of undoing all that has been done by the Republican party since the close of the war, and that, too, with the sanction of the people, this Conservative Democratic party now asks our "fellow-citizens of the United States" to trust them who sympathised with their enemies in time of war and discard those who stood by the Union, the constitution and the laws, through that long siege of strife and blood, and are still true to the great principles of human liberty. As these principles should be considered established under our government, the people of this country could admire a conservatism that would assist in preserving them; but as "conservative" evidently means the reverse of this when used by the Democrats as a part of their party name—that is, they have not changed their politics—we believe they are still opposed to all that has been done by the Republicans since power was conferred upon them by the people. It certainly does not speak well for any party whose success is made to depend on class prejudice, and should the Democratic party once succeed in this way, it might be at the peril of that liberty and equality before the law that every honest Democrat and Republican is willing to concede as right. We have too much faith in the American people to believe they will place the Democratic party in power at the risk of all that has been achieved within the past ten years.

THE PURSUIT OF HAPPINESS.

The prime object of life is happiness. We pursue it to the end of time, and for all we have learned, after. It is usually not attended with striking success, owing to an error of mind that makes it depend on something we do not possess. We see this something always just ahead of our noses; and these we follow till death without overtaking it, or if we do overtake it, it turns out to be something else, and the true something is still ahead of our time, there being really, like to-morrow or next week, no other place for it.

Now, the philosophy of this error lies in the fact that this something, which we thought we knew by the smoke, had no existence, in the sense in which we saw it. The error lay in our thinking wrong, looking in the wrong direction, assuming that happiness depends on circumstances, which is wrong, for it depends on condition. We are all at sea, and if without anchor, our condition is bad. We may suppose ourselves to-day about to become happy, but to-morrow the skies lower and we want an anchor. We had sailed without one, and we drift. The happiness we were on the heels of is lost to sight.

"To sorrow
I bade good morrow,
And thought to leave her far away behind;
But cheerly, cheerly,
She loves me dearly,
She is so constant to me and so kind."

For a time the pursuit is given up. And when, after a while, our fears abate and we go back on the previous question, we find ourselves again pursuing, under like difficulties, to be continued to the end.

We know wretches who have grown rich at great cost, not doubting it was the something described—they are haunted by goblins; are not only without happiness, but find their faculty for its pursuit is gone forever. Others, to whom wealth came without sacrifice, pursue on with earnestness not one whit abated and with undiminished hope. So other objects, infinite in their variety, when attained become barren possessions, and the unresting mind clothes new ones with the old enchantment which, like a robe, fits each in its turn.

What, then, is this mystery which makes life such a mockery? What this something which, in counterfeit, shapes ever flies as we pursue? What the anchor we so indispensably need? What the condition upon which happiness, overriding all circumstances, at last depends? It is the philosopher's stone—the sublime consciousness that we have something to rely on, that can not be shaken by storms nor taken from us by fraud. It is the rock of truth, which, like the *ignis fatuus*, may be anything else absolutely, so that it be truth to us; so that we believe in it, rest on it, feel our possession of it; find it adequate to all emergencies, know that it will do to live by and to die by.

It may be religion or may not. If it be, it matters not of what sort, so that it be sincere, and have to the possessor the appearance of truth absolute. If it be, it may be a religion of philosophy or one of faith. If it be not, if it stop short of religion and short of philosophy, so that it bring content, it is an anchor by which we may ride the storm and sail on through calm, and never, to the end, ask a question or entertain a doubt. Many and many a human heart finds happiness in simply living naturally and dying when their time comes. These learn, without logic, as that when thirsty they require drink; as that water quenches thirst, and not whisky; as that the elements of a happy life are contained in the conditions that surround us. These cultivate art, but subordinately, letting nature be their first love. They are not enslaved by opinion, wearing the crown of self-approbation. They live in the affections, which are the whole of life. Do no hurt, which is a safe and true gospel—are not deaf to the calls of nature from whatever quarter they come, whether from birds and brooks, and green fields, or to that communion to which the winter's pall invites as a solemn symbol of death. But, more than all, they are not deaf to human cries for sympathy and endearment and supplies that so many crave in vain, while so few seem to have learned that these cries invite to human happiness, and that there is no other human road. The object never baffles the pursuer, nor turns to ashes in his hand. So when we are grown wise and learn the simple way to be natural, which is the only learning, and to keep art in subjection, which is the highest art; when we learn to be good without effort and to do right without desiring to do wrong, to care for ourselves only in exercising care for others, we shall have learned to be happy without pursuing it, and to-day without taking heed of to-morrow.

INDEPENDENCE DAY.

To-morrow, the Fourth of July, 1870, will be the ninety-fourth anniversary of American independence, and, although nearly a century has rolled around since the Declaration of Independence was proclaimed, the same reasons that inspired and moved the men of the revolution of 1776 to strike for liberty should cause the men of the present day to cherish and revere their acts. When they determined to take the responsibility of severing the thirteen colonies from the mother country by declaring them free and independent, they took a step that brought down the enmity of the British government upon them, and should they fail of success there was nothing left to console them but a consciousness of right. But God favored their patriotic efforts in defense of country and liberty, and the thirteen colonies that had been ruled by three forms of government—charter, proprietary and royal—took republican form and have increased to thirty-eight powerful States, known as the United States of America. Blood has recently consecrated the perpetuity and growth of freedom in the American Union and as the republic has been divested of much that gave cause for irritation among the people—much that had led to angry feelings among sections of the common country—is there not hope now that under the guidance of a harmonious and fraternal feeling, the country may achieve a grander destiny than the heroic and patriotic men of the revolution ever dreamed of? This is something that must be answered in a measure by the rising generation—by the young men who are fast coming upon the stage of action. If they do their duty in the same spirit that animated the men of 1776, then, indeed, this country has a glorious destiny to achieve. It is gratifying to perceive a reviving feeling among our people to celebrate the anniversary of the birthday of the nation. This is evidenced here by the preparations made for various excursions to celebrate the day.

We have received quite a number of communications on the subject of the Slaughterhouse litigation and the meat question. Some of them are ably written—for and against the monopoly—and most of them are too lengthy for our columns. The Slaughterhouse question has been frequently discussed in these columns during the past twelve months, and very few new ideas are contained in the communications before us. We must therefore decline to publish them. The REPUBLICAN is the paper of the people, and must treat of all matters interesting to the public, and not fill its columns with articles relating to but one subject, in which but one or two thousand persons feel an interest. We therefore advise persons fond of writing on the Slaughterhouse question to send their effusions to those one-horse papers, the *Picayune* and *Times*.

The REPUBLICAN has too many other questions of a public character to discuss, and cannot limit itself to the Slaughterhouse question.

ON CARONDELET STREET.

The market yesterday was very much unsettled. An unusual amount of business was done, particularly in Ship Island Canal, but prices fluctuated all day, and at the same moment transactions were made on opposite sides of the street at widely different figures. A session of the board was never more needed. The brokers do not often get so completely at sea, but a regulator, such as would have been afforded by a call of the leading stocks, would have gone far toward definitely fixing prices. Quite a number of sales were undoubtedly for persons who had urgent need of money, and were bound to sell for what their stocks would bring, and they and the stocks suffered together in consequence. The street was lively, notwithstanding the excessive heat, and the excitement over the steamboat race did not interfere with ordinary operations so much as upon Thursday and Friday. By Monday that topic will be a thing of the past, except as to settlements; and, although the squaring of betting accounts may compel some parties to force stocks on the market, it is not likely that the street will be much bothered hereafter by the Natchez and Lee. The race episode has developed a mania, but it can not last long, and the unfortunates will not be much mourned over. Those who take risks in such adventures go in with their eyes open, and have to stand to their trades. A good many entries will have to be made on some books with "experience" as the "mdse." purchased.

Ship Island is the leading "fancy" just now. The change in the direction and management of the company has awakened interest in the stock. It is reported that the new men are in earnest to push forward actual work under the really valuable franchises under which the corporation is organized; and that they have the capital behind them with which to practically test the scheme originated by Mr. Brott. Money has been the great want of the company heretofore. With enough of it, there can be no doubt that the canal can be dug, and a large number of our best civil engineers say that it can be so dug as to carry out the great objects of the founder of the enterprise. The new direction can not bring more courage and determination to bear upon their task than have been displayed by ex-President Brott, but if they bring energy equal to his, and the "sinews of war" besides, the public may expect steady progress and ultimate success as the result of their efforts. In losing Mr. Brott as President, the stockholders lose the services of an honest man of business, and a most amiable gentleman.

It is impossible to say what Ship Island was really worth yesterday. It is equally out of the question to assert what was the value of Slaughterhouse. Ship Island sold at from 90 cents to $1 10. There were reported sales during the day of 18,640 shares, several transactions being resales. The last sale was made at 90 cents, which was the price obtained early in the day. Late Friday evening 97½ cents and $1 were paid for round lots. But three sales of Slaughterhouse were reported, although there were other transactions in the stock, the figures of which were withheld. The highest price realized was $22 50.

Some sales of Germania National Bank stock showed the high financial standing of that well managed corporation.

The following list exhibits transactions reported yesterday:

25 Crescent City Slaughterhouse Co. at	$21 50
100 Crescent City Slaughterhouse Co. at	21 50
50 Crescent City Slaughterhouse Co. at	22 50
100 Ship Island Canal Company at	90
1000 Ship Island Canal Company at	90
800 Ship Island Canal Company at	90
1000 Ship Island Canal Company at	90
500 Ship Island Canal Company at	92½
500 Ship Island Canal Company at	95
400 Ship Island Canal Company at	95
1000 Ship Island Canal Company at	95
500 Ship Island Canal Company at	96
250 Ship Island Canal Company at	97½
400 Ship Island Canal Company at	1 00
1200 Ship Island Canal Company at	1 00
4000 Ship Island Canal Company at	1 00
800 Ship Island Canal Company at	1 00
500 Ship Island Canal Company at	1 00
1000 Ship Island Canal Company at	1 00
200 Ship Island Canal Company at	1 05
1000 Ship Island Canal Company at	1 05
1000 Ship Island Canal Company at	1 05
200 Ship Island Canal Company at	1 10
600 Ship Island Canal Company (late Friday) at	97½
1700 Ship Island Canal Company (late Friday) at	1 00
1000 Ship Island Canal Company (late Friday) at	1 00
50 Mississippi Valley Levee Company at	6 00
100 Mississippi Valley Levee Company at	6 50
100 Mississippi Valley Levee Company at	6 75
100 Mississippi Valley Levee Company at	6 75
100 Mississippi Valley Levee Company at	7 00
100 Mississippi Valley Levee Company at	7 00
100 Mississippi Valley Levee Company at	7 12½
50 Germania National Bank	140 00
20 Germania National Bank, with dividend, at	142 50
$1000 State Warrants, new, at	83½
$1500 State Warrants, new, at	84
$1500 Metropolitan Warrants at	99

The energetic directors of the State Fair of Texas, at their last meeting, appointed a committee to print and publish fifteen thousand copies of the official report of the First Grand State Fair. This report will be a pamphlet of about one hundred pages, and besides containing a large amount of interesting matter in relation to the fair and kindred subjects, will be a valuable medium for advertising. Those wishing to avail themselves of the opportunity, can address Messrs. S. S. Munger, R. Brewster and James F. Dumble, or either of them, at Houston, Texas. The above named gentlemen constitute the committee appointed to attend to the matter.

MARRIED.

HIGGINS—JOHNS.—On Monday evening, June 27, at six o'clock, by the Reverend Father Meredith, at St. Alphonsus' Church, KATE VIRGINIA, eld. est daughter of John P. Higgins, to ST. CLAIR JOHNS, all of this city.

KEYSTONE
MAKES THE LOCKSTITCH.

The best Sewing Machine now made for FAMILY USE AND MANUFACTURING PURPOSES.
Unequaled for Simplicity and Durability of Construction,
Excelling all others
In its capacity for all kinds of work, without change of adjustment, and for beauty and elasticity of stitch.
Call or address:
OFFICE AND SALESROOM,
No. 138 Canal Street.
W. H. BARREMORE.
Several Agents wanted, for Louisiana and Mississippi, for the Parham Sewing Machine Company.
jy3 2t 2p

THE "CHANGE."

No. 8.....Carondelet Street.....No. 8

Will open on TUESDAY, July 5, and keep constantly on hand the choicest WINES, LIQUORS and LAGER BEER, etc., with a SUMPTUOUS LUNCH daily, from 10½ A. M. to 1 o'clock P. M.
Proprietor Frank Landfried, hereby solicits the patronage of his numerous friends, and the public generally. jy3 1m2dp

FIRST ANNUAL TOUR
OF THE
LONE STAR BASE BALL CLUB.

GRAND BASE BALL FESTIVAL
AT THE
Base Ball Park, Sunday, July 10, 1870.

GRAND BALL AND PROMENADE CONCERT
At Paris Pavilion, corner Canal and Villere streets,
Friday Evening, July 8,
By the Lone Star Base Ball Club, to defray expenses for its first Annual Tour.

COMMITTEE OF ARRANGEMENTS:
Toby Hart, W. H. Beanham, J. H. Howard,
David Schwartz, W. F. Tracy.

At the Base Ball Festival, the Lone Stars will play against the strongest picked nine in the city, the members of different clubs having kindly volunteered for this occasion. A fine Gold Medal will be awarded to the player of the picked nine making the most first base hits.

One hundred yard Foot Race—prize, $5 in gold.

Best time Running Bases—prize, $2 50 in gold.

Throwing Regulation Base Ball—prize, $2 50 in gold.

Sack Race—prize, $1 in gold.

Open for all ball tossers. Entries to be made at the Park on the day of Festival.

A fine Gold-Headed Cane will be given to the purchaser of the ticket to the Festival bearing the lucky number. Numbers will be drawn at the close of the Festival.

Applications for Ladies' Invitations to the Ball must be left at Lone Star Club Room, No. 93 St. Charles street.

Jasger's Band will discourse music for the Ball.

Cards of admission to both entertainments, $1 50; to Ball alone, $1 50; to Festival alone, 50 cents.
jy3 2dp

PREPARATORY
TO TAKING MY
ANNUAL INVENTORY OF STOCK,
—I WILL OFFER—
EXTRAORDINARY BARGAINS
In Every Department of My Line.

3000 yards very fine pure Linen Lawns, worth fifty cents, reduced to twenty-five cents.
2000 yards English Bareges, in stripes, figured and plaid, reduced to fifteen cents.

Hosiery, Corsets, Nainsooks,
In plain plaid, striped and checked.
Swiss and Organdie, Handkerchiefs,
Irish Linen Shirt Bosoms, Etc.

ALL MARKED DOWN
—FOR THE—
PURPOSE OF CLOSING OUT.
Preparatory to Taking Stock.

S. G. KREEGER,
585 and 587.....Magazine.....585 and 587
jy3 1t CORNER ST. ANDREW.

PREAMBLE AND RESOLUTIONS.

WHEREAS, It having pleased an All Wise Providence to remove from our midst our esteemed and worthy friend and member, WILLIAM MURPHY, we bow with submission to His divine will, but can not but deplore the untimely loss of one so young and promising; and

Whereas, His family having been deprived in his death of an affectionate son and brother, and the Lone Star Base Ball Club of an active and honorable member; therefore, be it

Resolved, That we condole with his bereaved family in this their hour of affliction, tendering them our heart-felt sympathies, bidding them turn their eyes to Heaven for consolation—the abode of Him who doeth all things for the best.

Resolved, That as a token of respect to the memory of the deceased, the Lone Star Club Room be draped and the members wear the usual badge of mourning for the space of thirty days.

Be it further resolved, That a copy of these resolutions be forwarded to the family of the deceased, be spread on the minutes of the Club, and published in the New Orleans Times, Picayune and Republican.

E. W. WILSON,
M. M. MCENERNY, } Committee.
W. H. BEANHAM.
jy3 1t2dp

PARHAM SEWING MACHNE
COMPANY'S NOISELESS, LIGHT RUNNING LOCK STITCH SEWING MACHINE,
THE KEYSTONE,
Received the First and Highest Premium at the Fourth Louisiana State Fair of 1870.
Challenges the world in perfection of work, strength and beauty of stitch, durability of construction and rapidity of motion.
Call and examine; and for Agencies apply to
W. H. BARREMORE,
General Agent for Louisiana and Mississippi.
Office and Salesroom, 138 Canal Street.
jy3 3t2dp

A CARD.

NEW ORLEANS, LOUISIANA, June 30, 1870.

Mr. John Davidson, President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—Allow me to acknowledge the receipt on this, the thirtieth day of June, 1870, the sum of twenty-seven hundred and seventy seven dollars, being the amount due on Life Policy No. 1309, upon the life of my deceased husband, HENRY CASTERADE, who died in this city May 21, 1870. Please accept my thanks for your kindness and prompt payment.

Very respectfully,
M. CECILE CASTERADE,
jy3 No. 540 Royal street.

CARD.

NEW ORLEANS, June 28, 1870.

Jonn Davidson, Esq., President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—To you and the officers of your Association, in behalf of Mrs. Mary Ann Jackson, I tender thanks for prompt payment on this the twenty-eighth June, 1870, of the sum of Twenty-Seven Hundred and Seventy-two Dollars, being the amount due upon Policy No. 2377, issued to her deceased husband, JAMES P. JACKSON, who died in this city May 19, 1870.

Very respectfully,
W. B. SCHMIDT.

CARD.

NEW ORLEANS, June 25, 1870.

John Davidson, Esq., President Mutual Aid and Benevolent Life Insurance Association of Louisiana:

DEAR SIR—You have my thanks for the amount of twenty-seven hundred and sixty dollars, paid this day by the Mutual Aid and Benevolent Life Insurance Association of Louisiana, upon policy No. 1319, upon the life of my deceased husband, William Hugo, who died in this city May 15, 1870.

Very respectfully,
JOHANNETTE HUGO,
jy3 Corner Felicity Road and Rampart.

GRAND EXCURSION,
JUBILEE
AND FOURTH OF JULY FESTIVAL,
At
MAGNOLIA, MISS.,
July 2, 3 and 4, 1870.

The CENTRAL HOUSE is provided with all the facilities to accommodate the excursionists, and will, for this occasion only, reduce the price of board to those having excursion tickets, to ONE DOLLAR AND FIFTY CENTS per day, thus making the round trip and two days' board for $5.
H. GOTTIG, Lessee.
jy1 2 3—2dp

FOURTH OF JULY!

FIRE WORKS! FIRE WORKS!
ROMAN CANDLES, SKY ROCKETS, SUNS AND FIRE CRACKERS.
BALLOONS, BALLOONS,
From five to twenty-five feet in circumference.
FLAGS! FLAGS!
BANNERS MADE TO ORDER.
MARSHALS' STICKS AND ROSETTES.
Ready, for sale at
B. PIFFET'S,
je30 1w 2dp 127 Canal street.