

New Orleans Republican, OFFICIAL JOURNAL OF THE UNITED STATES, OFFICIAL JOURNAL OF NEW ORLEANS, NEW ORLEANS, JULY 19, 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, No. 94 Exchange Alley. C. C. Haley, No. 19 Commercial Place. C. G. D. Hollé, No. 61 Exchange Place. James Ennis, Ponthchartrain Railroad depot, Third District, also at depot foot of Lafayette street, First District. John Schafer, corner of Ninth and Constance streets. J. W. Long, corner of Love and English streets, Third District. E. S. Marks, opposite Jefferson market, Sixth District. W. R. Dirks, No. 34 Annunciation street.

"A Trip to the Lake" on the second page of the REPUBLICAN this morning.

The British Johnson clears for Red River on her regular ten day time, this afternoon at 5. Captain Bassett commands and Mr. John W. Bryant is clerk.

Within one year, Roberts Brothers, her publishers, have paid Miss Abbott for "Little Women" and "An Old-fashioned Girl," over \$10,000, as author's percentage on those two books.

A man and his wife celebrated their silver wedding recently, and the week after the husband applied for a divorce, as himself and his wife had grumbled over the presents they had received.

A trip to Summit, Mississippi, on the Magnolia excursion train Sunday morning, and what was seen on the way up that day and on the return yesterday, is crowded out of this morning's REPUBLICAN.

The Baton Rouge Courier says work is being pushed rapidly forward on the New Orleans, Baton Rouge and Vicksburg Railroad. A large gang of hands is employed grading for the track just below the city.

Mrs. Morlaeche, the well-known ballet dancer, has turned farmer, and is raising cows in Massachusetts. This is exceedingly appropriate, an exchange says, since all her money came from her calves.

Captain George A. Sheridan, the late Adjutant General of the State and the newly appointed Tax Collector for the First District of New Orleans, returned to this city yesterday morning after a flying visit to the North.

Colonel Quesada, of the Mexican Liberal army, brother of General Quesada, and brother-in-law of President Cosques, was at the Washington hotel, Galveston, last week. He will return to Mexico by the way of New Orleans.

Rhode Island elects Congressmen, this fall, having changed her law at the last session of the Legislature, so as to bring the Congressional election in November, in anticipation of the possible action of Congress in ordering a uniform day for Congressional elections.

Among the passengers who came in on the Jackson Railroad train yesterday noon, were Colonel Charles H. Fox, who has been to Washington to represent the condition of affairs in Louisiana, and Dr. Creamer, who has been up to Jackson, Mississippi, to notice how legislation is done there.

THE MUNICIPAL DOG TAGS.—It has been erroneously stated that the brass tags recently contracted for by the city government were ordered from New York. They were made and furnished by the New Orleans Stencil Works Company, No. 74 St. Charles street, and are creditable to the skill of the workman.

We saw, yesterday morning, at the Summit (Mississippi) depot on the Jackson Railroad track, four elegant passenger cars for Savannah, Augusta and Montgomery, from the Southern Car Works of Raoul, Son & Waldleigh. They were handsome, substantial and finely finished. The same cars were on the track at Southern Car Works Station Sunday.

We congratulate the public and the government on the appointment of our respected friend and fellow-citizen Patrick Harnan as chief weigher in the New Orleans Customhouse. Mr. Harnan is an old resident of this city—a man of integrity and good business qualifications. Give us more such officers.

New York will do pretty well for novelty next season. There will be Nilsson, in concert and opera; Schneider, in opera bouffe; Januschek, in English tragedy; Jo. Jefferson, in "Rip Van Winkle"; Mlle. Seebach, in German tragedy; Leclercq, in German tragedy, and a quartette of French prima donnas in the comic opera at the Grand Opera House.

DOLBEAR COMMERCIAL COLLEGE.—Yesterday was the opening day of the Dolbear Commercial College in the new location, Nos. 164 and 166 Canal street, opposite Christ Church. The accomplished principal received calls during the greater part of the day from numerous friends, former pupils and many parents of those who have enjoyed the benefits of the institution, who took the occasion to offer congratulations on the continued prosperity of the college since its foundation in 1852. The several rooms in the new location appropriated to penmanship, mathematics, book-keeping and the ancient and modern languages, are airy, spacious, and so arranged, by rotating the classes, that any number can be accommodated.

The Austin, Texas, Journal says: Our working farmers are learning that hay, oats, millet and rye pay as well as cotton, and are surer crops. More hay than ever before is being made this year and of fine quality. Oats have been largely planted and bring high prices from the country government demand. The lilly county is eminently adapted to the production of hay and oats, and a few seasons only will be necessary to give a practical proof of the assertion.

THE KING AND THE EMPEROR.

The Prussian dynasty does not rest on the shifting sands of popular caprice, but is founded on the rock of things permanent. The king believes in the divine right of his family, and what is more important, his subjects also believe it. This sentiment, which has always existed in Prussia, Bismarck has seized every occasion to strengthen, presenting an example himself whenever in public before his sovereign, by extraordinary acts of defence, which sometimes, to American eyes, looked like self-abasement; and these manifestations of the most powerful man in his dominions, the complacent king has always received in a matter of course fashion, as if he were Jupiter himself.

This dynastic and personal loyalty, no disaster or defeat in the field could impair, or even tarnish, in the public mind of Prussia. If province after province were wrested from the North German grasp and the armies were routed and driven back into a corner, the king would be as much a king over what remained, as he is now over all his territory in the zenith of his prestige. The idea of deposing the defeated monarch would not enter the mind of the most discontented and discouraged Prussian. On the contrary, disaster would strengthen loyalty to the king as well as to the country, for the Prussian cannot separate one from the other; traits of heroism would be developed and examples of devotion furnished, for the present royal house, that would stimulate the entire population to a spirit of enthusiastic emulation. Thus, in the event of defeat, King William has nothing to fear for himself or his dynasty.

The case of the French monarch is different. He reigns by personal prestige, and by it he hopes to transmit the sceptre to his son. A number of the Emperor's subjects contest his legal claim to the throne, and call him an usurper. They never can forget how he got there—his solemn pledges broken; his treason to the Republic, and his Nero-like cruelty to his own people, when he ordered them to be moved down like grass on the Boulevards because they stood between him and that blood-stained throne. Thus, from the point of view of these discontented subjects, there is the ghost of the sinful past, which will always come back to the Emperor, as did the bloody Banquet to harrow up the soul of Scotland's king.

In France, even among the friends of the Emperor, the sentiment of loyalty does not exist as in England for the Queen, or in Prussia for the King. In the absence of love and reverence, which largely contribute to the feeling of loyalty, there is an admiration for the genius of the Emperor among the supporters of his rule—principally in the army—which rises to something like enthusiasm, especially when stimulated by the hope of military renown. Further than this the feeling does not go. The rank and file of the French Empire, however, do recognize and respect his genius for governing the French people. The country has prospered under the wisdom of his rule as it would have done under that of none other, is the decided opinion of all. The material prosperity has been great, and every one knows the influence of material interests on political opinions. Every man who has anything at stake, is not only satisfied with the Emperor, but supports him with a certain earnestness. Were they able to put a member of the Orleans family on the throne, as wise a ruler as the Emperor, they would be averse to it, although Orleansists at heart, on account of the injury to their pecuniary interests such a change would involve. It is this feeling which forms the Emperor's greatest strength.

Unlike the Prussian King, the Emperor incurs the risk of losing his throne in the event of absolute defeat, for the factions composed of the irreconcilables and Orleansists would speedily avail themselves of his disaster to accomplish his overthrow. With nobody for him, and these factions against him, such an undertaking might be attended with success. In such a strait, a vanquished and discouraged army would hardly come to his rescue.

If the Prussians were to strike him with two Sadowas, these enemies in the rear—the opposing factions—would swell to such dimensions as to render his overthrow feasible. This, however, is improbable, although possible.

Thus the risk of the Prussian King is light compared with that of the Emperor. As for the latter, il joue le tout pour le tout.

A CAT IN THE MEAL.

There was much of the murky smoke of the rebellion reproduced in the United States Senate debate lately on the Texas Pacific Road bill, regiments sharpening the adverse opinions of Senators on the subject of the opposing gauges of four feet eight and a half inches and five feet, the former being the usual Northern and the latter the usual Southern gauge, upon Central and other roads built under State authority. The importance of the choice lay in making connections practicable by means of a like gauge, it being contended that the former would render the road convertible to Northern uses exclusively. Some time was lost, and much good temper over-heated, in an effort to resolve the chances as to whether, many years before the late war, the five-foot gauge was not adopted by Southern men for the uses of the rebellion, and with a distinct view to its organization. If suspicion of others be ungenerous, as is said, to moral purity and integrity of purpose, the Senatorial supply of these elements is of dainty proportions, and quite inadequate to the national demand. The inconsistency of such theory with the opinion steadfastly maintained by loyal statesmen during the war, that rebellion was the act of political leaders, who by their influence and adroitness led the people into revolt, does not seem to have occurred to Senatorial minds. We design only, however, to express our regret at the bad taste displayed and the lack of elevated sentiment which it denotes. It is the hearty wish of the American people to keep all appearances of mental weakness and of moral taint from their Sen-

ate, that they may ever point to it with pride, not only as defenders of the political rights of all races and all men, but as a model of parliamentary dignity, capacity and virtue.

When, therefore, an honorable Senator announced "a cat in the meal" in this grave argument imputing rebellious motives as the source of the five feet gauge, it at least administered a sort of compensatory justice. It was, too, a more reputable defence, inasmuch as it leveled its lance at Senators there present and adequate to their own defense, not against men in the dead past, chiefly defensible in such assaults through the inherent chivalry of every mind. It charged that after Congress had voted subsidies of unparalleled munificence in bestowing upon the North its two Pacific roads, it now sought, in the fashion of the "wooden horse," or of the "cat in the meal," to divert the benefits of the Texas Pacific to Northern profit by establishing the Northern gauge as a means of forcing Northern connections and making Southern ones impracticable. The argument was significant, and if it contained no germ of truth was, at least, plausible in its conception and did poetic justice in the premises; and, however weak poetic justice may seem in so exalted a school, it put to shame the total absence of all justice on the other side.

While on the subject of this great road, we would add a word of graver import. When the South shall have got its Texas Pacific, with its terminus at San Diego, she will speedily prepare herself to build, with even a less subsidy from the government, the true Southern road, with its western terminus at Madalun, in north latitude twenty-three degrees below the cape—a shorter line by about 300 miles, through a better region of country, because almost free from mountains, which abound for hundreds of miles in the approach toward San Diego, it being, in a bee line, six hundred miles further north, and at the head of the gulf, which will therefore compel the doubling of the Southern Cape in the voyage to and from all the three great empires of the East—China, Japan and India. The saving alone of outlay to be incurred in this available navigation would, in a few years, pay the entire cost of building the second great road terminating at the mouth of the Gulf of California. Any reasonable estimate of the enormous carrying to be done upon these roads would now appear fabulous. Any approximate calculation of the wealth that will pour itself into our Southern centres, of the enormous city that our metropolis will then rapidly become, of the universal prosperity and matchless growth of the whole South, consequent on these two great channels of trade and commerce opening to the far East, no credulity is at this time adequate to receive. Let us have two roads to the Pacific, as the North has two, and in a quarter of a century we will outcount all other sections in great cities, in wealth, activity, and power, in the splendor of our commercial marts, and the magnificence of all our developments—in schools, in arts, in the multiplicity and glory of our scientific inventions. Let our Senators and Representatives bear all this in mind, and when they again are called to bestow upon the South, for the glory and permanence of one indivisible people the necessary franchises for this second great road, let them never mind any "cat in the meal."

The news about Russia's alliance with Prussia should be taken cum grano salis. No good reason occurs to us for such a course on the part of Russia. If she desires to size Constantinople, it is not necessary to go to war with France, as some seem to imagine. On the contrary, such a design could be better put into execution without embroiling herself with either side in the present struggle.

The suggestion of the President to Congress to prolong its session, and pass an act to purchase foreign vessels, it seems to us, is a good one. It would enable us during the present crisis to extend our commerce and perfect our now disordered postal arrangements. The Bremen and Hamburg steamship lines could, doubtless, be bought now at a bargain.

One of the war despatches states that Italy has declared friendly neutrality toward France. We would like to know from this bright writer of despatches what kind of neutrality that is. We presume the war excitement has been too much for him.

ON CARONDELET STREET. The principal topic of interest yesterday was gold. The auriferous opened at 118; went to 118½; shot up to 120; mounted from that to 120½; reached 121 shortly after, and finally subsided to 119, where it stood at the close of business hours. All this was, as usual, in obedience to the telegraphic dictation of Wall street. As the New York brokers choose to jump, ours must follow; and a pretty active sort of dancing it is for these sultry days. A very considerable amount changed hands at the high figures stated, while all kinds of predictions as to the future flew about in promiscuous fashion. Until we can look into futurity a little further than ordinary mortals have been hitherto able to do, the coming price of gold is only matter for the veriest guess work. It is an easy matter to invent a theory on the subject, and a great many wisacres are busily concocting theirs, but it is all luck as to whether events will justify any of them. If by accident, some one blunders into a true prophecy, he will surely claim and get credit as a profound and far-sighted reasoner; but prophesying, under circumstances like the present, is through gammon and humbug.

There was a sizable movement in Ship Island, but the price was very unsettled. Hardly two brokers on the street could agree at any one time as to the market value of the stock. The Eighth District Court yesterday ordered the city of New Orleans to carry out the Jefferson City ordinance, regarding the interest on the \$400,000 of Ship Island bonds, about which there has been so much talk in the

courts and in the newspapers. This excited hopes and apprehensions as to the rate at which the stock would be held. There was quite a flurry when the news of Judge Dibble's decision reached the street, and under its influence a round amount was disposed of at ninety cents. The stock was not kept up to that mark, however, but closed at about eighty-five, varying during the day from eighty to ninety cents.

The European conflict is putting up the price of breadstuffs here. Since Friday XX flour has gone up from \$5 50 to \$6, and XXX from \$5 75 to \$6 50. This rise is indicative of what is coming if the war is prolonged—high prices for consumers, and a fine trade for producers of the various American grains.

The following list covers the transactions of yesterday, reported to us: 50 Crescent City Slaughterhouse Company \$12 50 100 Ship Island Canal Company at 90 30 200 Ship Island Canal Company at 85 60 200 Ship Island Canal Company at 80 40 200 Ship Island Canal Company at 75 20 200 Ship Island Canal Company at 70 0 200 State warrants (new), at 75 150 2000 Metropolitan warrants at 90 180 2000 Metropolitan warrants at 85 160 2000 Metropolitan warrants at 80 140 2000 Metropolitan warrants at 75 120

New Music Books.—We have received from A. E. Blackmar, music dealer, 161 Canal street, a copy of Clarke's Short Voluntaries for the organ, reel organ or melodeon, designed chiefly as opening voluntaries and responses for delicate and expressive stops. Published by Oliver Ditson & Co., Boston. Also, the American Tune Book, by the same publishers. This book contains over four hundred pages of popular sacred music, with words. Nearly every tune ever heard in a church in America may be found in it.

This is what the Louisville Courier-Journal says about Signiora Filomena, at the concert there Wednesday evening: "The violin solo, by Alard, on airs from 'La fille du Regiment,' performed by Signiora Filomena, was a miracle of musical culture, genius and execution, as illustrating her wonderful command of the instrument, and her power as a performer; the profound difficulties of the violin being mastered, as it were, by inspiration, while every note trembled with intense feeling and tenderness. The grotesque comicities of the 'Carnival of Venice' were professed with a veiled abandon that was at times brimful of whimsical conceits and Puck-like melodious antics. Her manner of playing these two very difficult pieces for the violin, stamped her as an artist of the highest order of merit. Of her charming smoothness, softness, delicacy of articulation, plaintiveness and subtle warmth of coloring as a pianist, we have already had occasion to speak, and can but reiterate the opinion that there is a fascinating grace and feeling about her method and style, which are strong enough at times to 'flatter men to tears.'"

The Mobile Republican published two, or three days ago the following paragraph: "Twenty-three returned emigrants from Brazil passed through our city today en route for their homes in New Orleans. The Mayor of this city received from the Mayor of Charleston a telegram, stating the utter destitution of these people, who after four years struggling with the rigors of a tropical climate, to which they had been carried by misguided leaders from good homes four years since, are now compelled to return to their native land poorer than when they left. Their expenses to this city were paid by the authorities of Charleston. Their transportation to New Orleans is arranged by the authorities of Mobile."

DIED: GRIFFF.—On Sunday morning, at eight o'clock A. M. J. GRIFFF, aged fifty-two years, a native of New York, and for the last thirty years resident of this city. New York papers please copy.

PACKWOOD BROS. & CRIPPEN, (Successors to W. H. Henning & Co.) 95 and 97 Camp Street, 95 and 97 GROCERS, and Importers of WINE, LIQUORS, ALE and PORTER.

Have constantly on hand the largest and finest stock of STAPLE and FANCY GROCERIES, TEAS, WINES, LIQUORS, ALE and PORTER. To be found in the city, at prices lower than any other house for the same quality of goods. Particular attention given to family orders. Call and examine the stock. Goods delivered free. my17 2pt

BABCOCK FIRE EXTINGUISHER. BEST PROTECTION FROM FIRE. WON A GREAT VICTORY AT THE LATE TRIAL Fire on Canal street. AWARDED THE FIRST PREMIUM. A BEAUTIFUL SILVER MEDAL At the Texas State Fair Over Two Competitors. DAVID E. BRADLEY, General Southern Agent, No. 26 Carondelet street, New Orleans. Send for Circulars and apply for agencies. L. A. GUILLOTTE, Agent for New Orleans, No. 23 Carondelet street. Machines always on hand for sale. my22 6m 6m

QUARANTINE. PROCLAMATION BY THE GOVERNOR. STATE OF LOUISIANA, Executive Department, New Orleans, May 25, 1870. WHEREAS, An act of the Legislature, approved March 15, 1853, entitled "An act to establish quarantine for the protection of the State," provides that the Governor of the State shall issue his proclamation, upon the advice of the Board of Health, declaring any place where there shall be reason to believe a pestilential, contagious or infectious disease exists, to be an infected place, and stating the number of days of quarantine to be performed by the vessels, their passengers, officers and crews, coming from such place or places.

Now, therefore, in pursuance of the provision of the act aforesaid, I, Louis A. Guilloitte, do hereby declare the places hereinafter named to be infected places, and that all vessels, together with officers, crews and passengers, and cargoes, arriving from such places, or having touched or stopped at any of them shall be subject to a quarantine of not less than ten days, or for a longer period, as may be considered necessary by the Board of Health, to take effect from and after the FIFTH DAY OF JUNE, 1870. Any violation of the quarantine laws, as here proclaimed, will be severely punished.

The places which are hereby declared infected are as follows: 10-11: Havana, Matanzas, Trinidad, Cardenas, St. Jago, all on the Island of Cuba; Port Royal and Matigbo, on the Island of Jamaica; Jaemel and Port-au-Prince on the Island of St. Domingo; the Islands of St. Thomas, Martinique and Guadalupe; Campeachy, in Yucatan; Belize, in Honduras; Vera Cruz, Alvarado, Tampico, Matagorda and Tuxtepec, in Mexico; San Juan, in Nicaragua; Chagres, Apurimac and Porto Bello, in Central America; Maracaibo, in Venezuela; Laguayra, Island of Trinidad; Rio de Janeiro, Para Cayenne, in South America, and Nassau, New Providence.

Given under my hand and the seal of the State, this thirtieth day of May, 1870, and of the independence of the United States the ninety-fourth. H. C. WARMOTH, Governor of Louisiana. GEORGE E. BOYER, Secretary of State. my25

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. 3000 yards English Barges, in stripes, figured and plaid, reduced to fifteen cents.

Hosiery, Caracets, 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, CORNER ST. ANDREW, JY17 1/2 2pt

A CARD. NEW ORLEANS, July 1, 1870. Sir.—The firm of WILLIAM H. HENNING & CO. is this day dissolved by mutual consent. W. H. HENNING retires from said firm. The remaining partners assume all liabilities of the late concern.

W. H. HENNING, J. H. CRIPPEN, T. BLACKWOOD, J. H. CRIPPEN.

CIRCULAR. NEW ORLEANS, July 1, 1870. The undersigned, referring to the above dissolution of the old firm of William H. Henning & Co. is this day dissolved by mutual consent. W. H. HENNING retires from said firm. The remaining partners assume all liabilities of the late concern.

W. H. HENNING, J. H. CRIPPEN, T. BLACKWOOD, J. H. CRIPPEN.

A GREAT IMPROVEMENT. Basquettes, Carriage Ways, Basement and Warehouse Floors, Cemetery and Garden Walks, School Yards, Etc.

BYRNES' IMPROVED CONCRETE PAVEMENT, Laid by PAGE & CO., 95 Camp street, New Orleans.

The following are a few of the reasons why this CONCRETE should be used in preference to all other materials: 1. It has been tested through one of the hottest of New Orleans summers, and found not to soften by the heat of the sun.

2. Being in general use at the North, it necessarily must be proved against cold. 3. It is as durable as stone and much less expensive. 4. It is perfectly impervious to water, and consequently quickly becomes dry when wet.

5. It makes no dust in dry or mud in wet weather. 6. It does not crack or crumble, nor is it washed by the rain. 7. It is impervious to grass, weeds or water.

8. It prevents noxious vapors or gases arising from the ground beneath, and affords no reservoirs for filth or festering decompositions. 9. It is laid down quickly, and ready for use when finished. 10. It is easily taken up, easily relaid, and easily repaired when necessary.

Some of the places where this work has been done, and a few of the parties who have had it put down, may be known by the following references: Private Carriage Ways, Heavy Sidewalks, Depot and Warehouse Floors for from \$1 25 to \$1 50 per square yard.

For all further information in relation to this business, or for the laying of this kind of work, apply to PAGE & CO., 95 Camp street.

GUNS, RIFLES, PISTOLS. At Very Low Prices. 300 Double Barrel Guns at \$9, \$10, \$13 and \$20 each. 100 Rifles at \$12 and \$15 each. 100 Revolvers at \$8 and \$10 each. Also, 100 Metallic Saddles at \$5 each. Large stock Hardware and Cutlery at reduced prices, for sale by S. B. CHURCHILL & BRO., 81 Tchoupitoulas, between Poydras and Lafayette streets.

LOUISIANA STATE UNIVERSITY, (NAME CHANGED FROM LOUISIANA STATE SEMINARY), BATON ROUGE, LOUISIANA. Founded and Supported by the State of Louisiana.

NINTH SESSION. Now in progress, will close last Wednesday in June, 1870. The next session will begin first Monday in September next, and will continue for ninety days.

ACADEMIC BOARD. Consists of a full corps of able instructors in all branches of Literature and Science usually taught in the best colleges and universities.

COURSE OF STUDY. Includes a Preparatory and Academic Department, embracing a Literary, Scientific and Optional Course, a Special School of Civil Engineering, and a Commercial School.

LIBRARY, APPARATUS AND CABINETS. Well selected and valuable. The Geological and Mineralogical Cabinets, etc., the largest and most complete in the South, embracing the extensive collections of the late Colonel Walker, of Mississippi, and the Cabinets of the Topographical, Geological and Botanical Survey of Louisiana.

ADMISSION. Granted to Candidates not under fifteen years of age, who know Latin, English Grammar and Geography. EXPENSES. Of every kind, except clothing, for ten months, \$200; \$200 payable in advance, balance February 1, or by accepted draft, at eight per cent, for ninety days. Payments may be made through the Canal or Citizens' Bank. Cadets received at any time during the session, and charged from date of entrance.

Military, with daily drill. Cadets of four guns will afford facilities for instruction in artillery. Uniform of Cadets—Cadet-grey cloth, to be had at the institution at a cost of twenty-five dollars per suit. For further information, address E. B. BOYD, Superintendent, Baton Rouge, Louisiana. May 1, 1870. Office of the University in New Orleans, at Swarbrick & Co.'s, 50 Camp street.

Until the rebuilding of the College edifice, lately destroyed by fire, near Alexandria, the institution is temporarily located at the Baton Rouge Hotel, and at Pembury Asylum. Location very quiet, and the students ample for a large number of Cadets. Number this session, one hundred and seventy. my17

THE NEW ORLEANS REPUBLICAN PRINTING COMPANY'S STEAM BOOK AND JOB Printing Establishment, 84 Camp Street, 84

We have purchased from George Bruce, New York, entirely new type for the REPUBLICAN. Also from T. H. Senior, agent, a new CAMPBELL BOOK PRESS.

With all the late improvements, in addition to our previous supply of Printing Machinery, will enable us to turn out work with dispatch, and in a style that can not be excelled in the South.

We have also in operation three first-class GORDON PRESSES

of assorted sizes. These are considered in New York the Best Presses that are made, for the rapid and superior execution of work. We employ skillful workmen, who will at all times be properly informed as to the latest and best styles of work.

We would call the particular attention of the Mercantile and Business Community to this Department of our Establishment, as we have made to it extensive additions in the very

NEWEST STYLES OF POSTER AND GENERAL JOB TYPE, PRESSES, ETC., WHICH ENABLE US TO EXECUTE EVERY DESCRIPTION OF PRINTING.

SUCH AS MAMMOTH POSTERS, FANCY SHOW CARDS, RAILROAD WORK, LAWYERS' BRIEFS, BOOK WORK, STEAMBOAT WORK, BUSINESS CARDS, PROGRAMMES, HANDBILLS, And all kinds of MERCANTILE WORK.

The facilities we have in the way of STEAM, CARD AND HAND PRESSES ENABLE US TO EXECUTE WORK RAPIDLY, NEATLY AND CHEAPLY.

RULING AND BOOK-BINDING OF EVERY DESCRIPTION EXECUTED WITH DISPATCH.

STEAMBOAT PRINTING. Steamboat Officers will find it their INTEREST TO CALL AT OUR JOB OFFICE AND LEAVE THEIR ORDERS.

DEALERS IN Stoves, Grates, House Furnishing Goods, etc. AGENTS FOR The Times Cooking Stoves, Bramhall, Deane & Co.'s European Ranges and Boilers, Asbestos Roofing Arbor, Bird and Animal Cages.

We are now manufacturing all kinds of Bath Tubs, Toilet Ware, Water Closets, etc., which we are selling at lowest market prices. ZABLE & DALTON, No. 115 Poydras street.

THE CHANGE, S. Carondelet street, 78. 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 Landried hereby solicits the patronage of his numerous friends, and the public generally. JY3 1m3pt

THE CHEAPEST CLOTHING IN TOWN, FOR MEN, BOYS AND CHILDREN. Fifty Per Cent Less Than Any Other House. Goods manufactured expressly for my Sales, and of the Very Best Quality. NEW SPRING GOODS. LATEST STYLES AT ALL PRICES. D. MERCIER, Corner of Dauphine and Bienville streets. Give me a call. Come quick while the goods are fresh and the sizes well assorted. my22 2p

NEW ORLEANS RICE DEPOT. ALWAYS ON HAND A LARGE STOCK OF RICE. ORDERS PROMPTLY FILLED. my22 2p

RAILROAD TICKETS, TIME-TABLES, In fact, all kinds of JOB PRINTING can be executed at this Office—not only with dispatch but on accommodating terms.

J. B. KNIGHT, 78 Carondelet street, 78. Sells all kinds of MACHINERY. General Southern Agent for Watertown Steam Engine Company, Builders of Excelsior Patent Portable Engine, with Cylinder in Dome, Locomotive Boilers, Plantation and Farm Engines, Mounted on Wheels, with Spark Arrestor.

STATIONARY ENGINES. Of all Sizes, With Fine, Tubular or Locomotive Boilers. Improved Reversible Circular Saw Mills, Can be set up either Right or Left Handed, without altering any part of Mill or Carriage. J. D. BROOKS' Improved Joistvan Turbine Water Wheel, Shafting, Hangers, Pulleys, Car Wheels, Mill Work.

All the above are built under the personal supervision of MR. G. BRADFORD, the Pioneer in Portable Steam Engine Building, Which enables them to produce MACHINERY UNSURPASSED BY ANY. SOUTHERN COTTON GIN, Manufactured by J. E. CARVER & CO., Bridgewater, Massachusetts.

These Gins have been in use for many years, and received the highest MEDAL awarded at the Paris Exposition. And are built under the superintendence of Mr. J. E. Carver, The only person of the name who is engaged in the manufacture of COTTON GINS.

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