

New Orleans Republican. OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS NEW ORLEANS, JULY 21, 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. 34 Exchange Alley. C. C. Haley, No. 19 Commercial Place. C. G. D. Hollé, No. 61 Exchange Place. James Emms, Pontchartrain Railroad depot, Third District, also at depot foot of Lafayette street, First District. John Schaefer, 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.

The Empire Parish calls mosquitoes "devils in miniature."

Attorney General Akerman will go South to put his private affairs in order about the end of the month.

We are indebted to Hon. L. A. Sheldon for a copy of the monthly report of the chief of the bureau of statistics for March, 1870.

The most of the delegation from Saint John the Baptist to the Christian Republican Convention withdrew yesterday, expressing their disgust at the proceedings.

A newly discovered Chinese poem Li Sao, written three hundred years before Christ, is said to prove that the existence of America was known to the Chinese at that time.

General Beckwith, chief commissary of Subsistence, invites proposals for furnishing twenty thousand pounds of good brown soap, and five hundred barrels of flour. See advertisement.

Captain Osgood, notwithstanding his severe injuries, is indefatigable in his attention to the business of his patrons, and will have a boat to take the place of the Right Way by Saturday.

Stockings are going out of fashion for ladies' street wear in Paris, and lace feet and sandals are to be generally introduced. In such a mode Venus will still need wine, but she will dispense with corn.

A Detroit lady complains that her husband has a fancy to "gaze lovingly upon her while holding her out at arm's length by the hair, crossing her cheeks in a way that lifts her clear across the parlor without a come-down until she stops for good.

A revolutionary hero, named William P. Chapman, aged 104, has recently married a virgin of 72. The objection made by the lady's friends to the disparity of age was overruled, on the ground that as they both grow older the difference will seem less.

Captain J. M. White's Vicksburg and Greenville pocket Grand Era, leaves as usual at five to-day. Captain James F. Muse is in the office of the Grand Era, and is assisted by Captain Joseph Phelps, and Messrs. Owen, McCradell, Howard and Porter.

A Pennsylvania minister was recently given a donation party, at which the gifts were six rolling pins, a pen wiper, and two quarts of dried apples, vintage of 1864. His flock all have good appetites, and they discouraged his next winter's stock of provisions severely.

The Jackson Railroad management commenced track laying on St. Joseph street yesterday morning, to extend their road to the levee. Work was interrupted at five o'clock by an injunction from Judge Emerson, presiding over the Eighth District Court. The track is laid to St. Charles street.

There are now in our waters the North German frigate Ancona, of four hundred horse power, and twenty-eight guns, and the French frigate Semiramis, and school ship Jean Bart. There may be an ocean duel on our waters like that witnessed at Cherbourg between the Kearsage and Alabama.

The Mobile Register says that on the return trip of the New Orleans firemen they will pass through Mobile, when it is proposed, besides other civilities, to extend them a picnic at Frascati or elsewhere. All the fire companies of the city will unite in tendering hospitalities to their Crescent City brethren.

Governor Warmoth has appointed Alfred Roman notary public, St. James parish; Frank R. King, notary public, Vermillion parish; R. J. London, member board of assessments, Carroll parish; James L. Rab, member board of assessments, Ouachita parish; Lucien Cambre, public administrator, Saint John the Baptist parish.

There is now on the stocks at Cincinnati an iron steamer for Captain William T. Boardman, of New Orleans, which will be completed in September. The whole cost of the boat will be about sixty-five thousand dollars. Before the sound of a hammer on this Red river boat, the New Orleans Board of Underwriters resolved that they could insure on her at the lowest rates.

Captain James L. Day, who established and carried on for many years the line of steamers formerly running between New Orleans and Mobile, and until the breaking out of the war was principal owner and manager of the "Mail Line" between those cities, died on the fourteenth instant at New London, Connecticut. He went North on the breaking out of hostilities between the sections, and resided there up to the time of his death, being greatly esteemed for his many virtues.

The annual regatta of the Crescent City Yacht Club will come off to-day at the Lake End of the Pontchartrain Railroad, commencing at one o'clock. The new first-class yacht Matilda, built at the North expressly to beat every other boat of her class in these waters, will make her maiden run. The prizes will be either silver plate or money, at the option of the winners. The first prize is one hundred and fifty dollars; the second, one hundred dollars; the third, seventy-five dollars, and the fourth fifty dollars.

LET HER AGAIN, SHE IS USED TO IT. A contemporary of yesterday has a significant article on the Pilgrim Fathers. It shows how willing some people may be to cultivate sectional hatred, bitterness, and contempt, rather than charity and brotherly love; how ready to attribute acts to base motives, when, possibly, they were prompted by good ones, or at worst, only by those ordinary inclinations to make profit and get on in the world which underlie and are the main spring of all enterprise everywhere; how prompt to cry "hypocrite and pharisee," when, it may be, time could be better employed in hunting timber in their own eyes.

The tendency of such articles (and they are too common) is unmistakable. It is to teach our citizens to despise the citizens of Massachusetts, to look upon them with contempt, as a low order of beings, and to engender bitter feelings in return. How soon, under such teachings, shall we become a land of brethren?

Probably Massachusetts will survive; perhaps she will not be greatly moved by the attempted factionism of the article. When she is joked about her peculiarities of religion, she may remember that it comes from the land where horse shoes on the door sills are yet abundant. When twitted of her disposition to make money she has only to look at her own face—rugged, rocky, barren and forbidding by nature—and see how the energy and enterprise, begotten of this same disposition, have made that face to smile as a garden.

She has only to look at her schools, colleges, asylums, churches, begotten of this same energy and enterprise, and say: "When any Southern land can show something better, then will there be point in Southern taunts. Till then, Massachusetts need not blush."

Moreover, when it is cast in her teeth that her citizens in olden time participated in the slave trade, there are many answers at her command—answers that should sting, if her revilers can feel.

She can remind them that when our government was organized, she was more than ready—eager to prohibit the infamy at once, and that they were Southern, not Yankee States, that then peremptorily insisted that the diabolical traffic should not merely be tolerated, but have constitutional protection until the year 1808. Or, she could commend to their consideration the old saw about the equal guilt of the partaker, or that other on the subject of residents in glass houses.

This and more she could do; but things such as those under notice have been so long indulged in, that probably her people have become used to them, and finding themselves still surviving and prosperous, feel very generally much as one of her Congressmen once expressed himself. He had obtained the floor for a speech, just after a Southern member had delivered a terrific tirade against Yankeeism in general and Massachusetts in particular. Some anticipated hot words in reply, but he began, "Mr. Speaker; there are three things I never stop to defend—the Atlantic Ocean, Niagara Falls and Massachusetts. They can take care of themselves."

By the by, as the Christianizing influence of slavery upon the African is alluded to in the article of our contemporary, we beg to refer him, for some choice reading on that subject, to this same speech of the Hon. Eli Thayer. If he did not in that speech do full justice to the self-sacrificing missionary spirit of the fathers and mothers in Israel of the South, in their efforts to Christianize African souls, it was because words were weak.

ANOTHER INJUNCTION. We supposed that we were to have a short respite from the interminable injunction business; but it appears that we were mistaken. Another of these writs was issued yesterday by Judge Emerson, presiding in the Eighth District Court, in the absence of Judge Dibble, to restrain the Jackson Railroad Company from proceeding with the work of extending their track to the river.

It will be remembered that a few months ago the old Board of Directors of the road obtained permission from the city to lay down their track on St. Joseph street and run their cars over it from the depot to the river. The work had hardly begun, however, before an injunction, sued out by some of the property owners along St. Joseph street, arrested further progress. The merits of the case were at that time considered by the public, and much discussion ensued, pro and con.

The obvious advantages to commerce in having our great and, in fact, only road to the North, brought in close connection with tide water, naturally outweighed the objections urged by the private persons who fancied they would be injured in property and nerves by having the cars pass by their doors. So that after the matter had been pretty fully discussed, an appeal was finally made to the Legislature. That body responded by passing the following act:

AN ACT RELATIVE TO THE NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD COMPANY. WHEREAS, it is essential to the commercial prosperity of the State of Louisiana, that the cost of transportation of freight should be reduced to the lowest point practicable; and

WHEREAS, there now exists an almost impassable break of about a mile between the Mississippi river, to the great highway to the West and to the ocean, and the depot and present terminus of the New Orleans, Jackson and Great Northern Railroad, the great Louisiana avenue of trade and travel; therefore,

SECTION 1. Be it enacted by the Senate and House of Representatives of the State of Louisiana in General Assembly convened, That it shall be the duty of the Board of Directors of the New Orleans, Jackson and Great Northern Railroad Company, within two years from the approval of this act, to extend their track by the shortest and most practicable streets from their present depot, to the Mississippi river, along the said river, from the Pontchartrain railroad depot, by the shortest or most practicable streets, to the elevator, thence to Louisiana avenue and back again, by the shortest or most practicable streets, to the New Orleans, Jackson and Great Northern Railroad track, and to that end power and authority is hereby granted and conferred on them to construct and maintain such a line of track and use the same for the conveyance of freight and passengers; provided, That steam shall not be used as motive power on Delord or St. Joseph streets, from Rampart street to the levee.

SEC. 2. Be it further enacted, etc., That this act shall take effect as soon as the directors of said corporation so amend their rules and regulations relative to passengers, as to comply with the requirements of the thirteenth article of the constitution of this State, a certificate to that effect to be filed in the office of the Secretary of State.

This act was passed at the extra session, and became a law by the approval of the Governor on the twenty-first day of last March. It was published in the Republican on the tenth of April.

The company has fully complied with the requirements of the second section by filing the necessary certificate in the office of the Secretary of State. Believing there was nothing further in the way of the presentation of the work, which the Legislature has declared to be the duty of the Board of Directors to perform, men were yesterday set to work grading St. Joseph street and had made some progress, when the injunction put a stop to it. The writ is of the ex parte character that has rendered such documents notorious in this State, and is made returnable on Saturday next. We do not see how Judge Emerson can do more or less in the case, when it comes up on its merits, than to dissolve the injunction, and let the company proceed in obedience to the plainly expressed legislative mandate.

SEIZURE OF THIERS' SPEECH. It is an unfortunate thing for France that, just when she was beginning to persuade Europe that entire constitutional liberty existed in her realm, the report of Thiers' speech for peace was seized at the telegraph office, to prevent its publication in the English journals. This fact is a great blow to all the statements we have received during the last few months on the subject of French liberty. According to the new constitutional regime, men were to be allowed to speak and write on politics as they pleased, without fear of molestation from serpens-de-taille.

This seizure of Thiers' speech was a shallow measure, unworthy of such a statesman as the Emperor. It was probably the work of some zealous subordinate, more imperialist than his imperial master. A moment's reflection would have taught the author of the business that the suppression of a speech emanating from a man like Thiers could only be temporary. It is impossible to put such light under a bushel.

This action puts the Emperor in the awkward position of a ruler thrusting the country into war by intrigue. This is petty business. It seems to us that his purpose would have been better accomplished by being frank and loyal to his people and to the world. The patriotism of the French takes fire at the slightest provocation, and the interview between the Prussian King and Benedetti furnished sufficient, apparent or real, to have aroused the combative spirit up to the war point; especially if the Emperor had assumed an attitude worthy of the occasion by acting openly and taking his subjects into his confidence. As it is, many of them have an uncomfortable apprehension that they are being used for personal and dynastic purposes, and this is a damper on their military ardor.

The French have little or no loyalty for their sovereign, but they have a deep and abiding love for their country, which is easily worked upon. This time at least, it was badly done. In a word, it was a blunder.

THE TERRIBLE PAUSE. Each day which passes without a formal declaration of war enhances the chances of peace, however slight these chances may be at present appear. If France desired war in any event, she would have reaped great advantage by throwing her forces across the Rhine, on the heels of her threatening message to Benedetti. She had the enormous advantage of being prepared, which Prussia had not. Every day's vacillation is now lost to France and gain to Prussia, and will have the effect, if war does come, of making it all the more terrible.

The news of the three hours' conference of the English Ambassador with the Emperor, may be taken as a pacific indication in the entering wedge for peace, and it is understood that she is backed by the other great powers. That the efforts of the English ambassador have not been in vain, may be inferred from the suspended action of the French. This pause is fraught with interest to all the world—to those immediately concerned it is terrible. We hope to hear of more diplomatic conferences, for talk is a good safety-valve.

count of his extraordinary resemblance to the first Napoleon, but beyond that he is apt to do more mischief than good. His history while in the Crimea, is to this day a standing joke in the French Army. He had an important command there, and when the order was given to advance, he was seized with pains in a part which shall be nameless, and beat a hasty retreat. The laugh at this exploit became so general that this hero resigned in disgust and returned to Paris.

Pion-Pion's new aspirations in the military line will doubtless revive the old story. If he is determined at all hazards to make another venture for military renown, it would, perhaps, not be a bad idea for him to take with him an astringent, in case he should be afflicted on the Baltic as he was in the Crimea. It would be a pity for him to miss the laurel a second time on account of such a miserable little infirmity.

A city paper credits Secretary Seward with being the author of the national debt, and places the latter at \$3,000,000,000. Truly the New Orleans youth need good schools to correct such perversions of history, and errors as to matters of fact.

ON CARONDELET STREET. The market has been given up lately pretty much to the gold fever. The gold market opened at New York yesterday morning at 121. At New Orleans holders were not quite so ambitious, and sold at 120. At half-past ten, the price had not changed in either city; but at half-past eleven, the wires flashed an advance on Wall street to 123. Carondelet street responded cautiously, by putting the rate up from 122 to 123. By noon the New York market yielded to the bears, so that we learned that gold stood there at 123. One broker continued, however, to swear by their former figure, 122. At one o'clock the New York price was 123; a quarter better than an hour before; but Carondelet street "couldn't see it," and held on to 122. By two o'clock the Wall street magnets had fixed the rate at 124, and our bull financiers drew in their horns, letting the price down easily to 121. There was a rally in Gotham by three o'clock, putting gold at 122, and we cautiously followed suit by closing our market at about 121. A large business, for this burch, was done during the day, with the usual consequence upon the bank accounts of enterprising operators.

It seems that we did not appreciate fully the advantage given to the Louisiana State Lottery Company, by the decisions given by Federal and State tribunals in favor of the organization, in response to the energetic movements of President Howard against the Havana lottery dealers. The stock has gone "kiting," and yesterday was worth fully what we note below as the price paid for thirty shares—\$73 50. At this rate of advance the stock will not stay below par for any very long time. There is none of it on the market just now, holders generally preferring to keep their certificates as an investment.

Valley Levee has slightly improved, and so has Slaughterhouse, if we may judge from transactions reported by responsible parties. Ship Island did not show itself yesterday. This stock is waiting for action by the city authorities.

We append our usual list of the transactions reported:

5 Crescent City Slaughterhouse Company at 20 00
30 Louisiana State Lottery at 73 50
100 Mississippi Valley Levee Company at 4 50
200 Mississippi Valley Levee Company at 4 50
200 Mississippi Valley Levee Company at 4 50
25 Bank of New Orleans at private terms.
\$200 Metropolitan warrants at 90 1/2
\$500 State Warrants (new) at 75
\$1000 State warrants (new) at 75

The New York Sun, as soon as the news of the breaking out of the European war was received at New York, telegraphed to William H. Russell, the distinguished correspondent of the London Times, to secure him as their war correspondent on his own terms.

DIED. FLYNN—On Wednesday, July 20, 1870, at a quarter to seven o'clock P. M. THOMAS F. FLYNN, aged 21 years, a native of the city of Waterford, Ireland. His friends and acquaintances are invited to attend his funeral, from his late residence, corner of Calverne and Lafayette streets, this afternoon, at four o'clock. Waterford and Dublin papers please copy.

New Orleans Typographical Union No. 11.—The officers and members of this Union are invited to assemble at the Hall of Louisiana Hose Company, corner of Carondelet and Perdido streets, at half-past three o'clock THIS AFTERNOON, to attend the funeral of their late fellow-member, THOMAS F. FLYNN. By order, W. H. BELL, Secretary.

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 ten months.

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. Embraces a Preparatory and Academic Department, including 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 Wallace, of Mississippi, and the Cabinets of the Topographical, Geological and Botanical Survey of Louisiana.

ADMISSION. Granted to Cadets not under fifteen years of age who know Arithmetic, English Grammar and Geography.

EXPENSES. Of every kind, except clothing, for ten months, \$30; \$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.

DISCIPLINE. Military, with daily drill. A battery of four guns will afford facilities for instruction in artillery. Uniforms of Cadets—Cadet's grey cloth, to be had at the Institution at a cost of twenty-five dollars per suit.

Further information, address B. F. BAYLON, Superintendent, Office of the University in New Orleans, at Swarbrick & Co.'s, 39 Camp street.

Office of the University in New Orleans, at Swarbrick & Co.'s, 39 Camp street.

Until the rebuilding of the College edifice, lately destroyed by fire, near Alexandria, the Institution is temporarily located in the Grand Hotel, in the Grand and Dumb Aye. Location very healthy, and accommodations ample for a large number of Cadets. Number this session, one hundred and seventy.

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. 26 Carondelet street. Machines always on hand for sale. my22 eod 6m

PACKWOOD BROS. & CRIPPEN, (Successors to W. H. Henning & Co.) 95 and 97 Camp Street. 95 and 97 GROCERS, And Importers of WINES, 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.

GUNS, RIFLES, PISTOLS. At Very Low Prices. 200 Double Barrel Guns at \$5, \$10, \$15 and \$20 each. 100 Rifles at \$12 and \$15 each. 100 Revolvers at \$3 and \$10 each. Also, 1000 Metallic Shot and \$5 each. 1000 Metallic Shot and \$2 50 each. Large stock Hardware and Cutlery at reduced prices, for sale by S. J. CHURCHILL & BRO., 31 Tchoupitoulas, between Poydras and Lafayette streets.

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 concern.

W. H. HENNING, J. H. CRIPPEN, S. J. CHURCHILL & BRO., 31 Tchoupitoulas, between Poydras and Lafayette streets.

CIRCULAR. NEW ORLEANS, July 1, 1870. The undersigned, referring to the above dissolution of the old firm of William H. Henning & Co., takes this method of advising his friends and patrons that he will recommence business on or before the first of October next, 1870, in his own name. He will respond to No. 75 Camp street, with a full and well-assorted stock of FRESH GROCERIES and the finest WINES and LIQUORS which can be had in the markets of Europe and America.

With an experience of sixteen years in acquiring a knowledge of the business, the tastes and wants of his friends, and a determination to please, he hopes to merit a continuance of patronage. Particular attention will, as heretofore, be given to family orders, city and country, and in every case under a full guarantee.

Respectfully, WILLIAM H. HENNING, 75 Camp street, New Orleans. TROPHÉE NASH, in commandant. my22 2p 1m

A GREAT IMPROVEMENT. Banquettes, 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 proof 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, and most of the persons named can and will cheerfully give all of the information desired. An examination of the work is solicited.

William McCulloch, George Harter, Theobald Forstall, Lafayette Square, E. C. Palmer, New Orleans Gasworks, Henry Bennet, Penn's Cotton Press, R. McKenna, H. S. Swann, E. W. Burbank, John W. Madden.

For the present, after the foundation is prepared and curbing set, Cemetery, Park and Private Walks, will be laid for from \$1 to \$1 25 per square yard. 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.

QUARANTINE. PROCLAMATION BY THE GOVERNOR. STATE OF LOUISIANA, Executive Department, New Orleans, May 23, 1870.

WHEREAS, an act of the Legislature, approved March 15, 1865, 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 pestilent, 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, issue this my proclamation, and 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 as aforesaid are the following, to-wit: Havana, Matanzas, Trinidad, Cardenas, St. Jago, all on the Island of Cuba; Port Royal and Montego Bay, on the Island of Cuba; Juncos, Remedios, and Fort-Prince on the Island of San Domingo; the Islands of St. Thomas, Martinique and Guadalupe; Campechy, in Yucatan; Belle, in Honduras; Vera Cruz, Alvarado Tampico, Matamoros and Tuxpan, in Mexico; San Juan, in Nicaragua; Ciego, Anguilla and Porto Bello, in Central America; Manzanillo, in Yucatan; Lagayra, Island of Trinidad; Rio de Janeiro, Para Cayenne, in South America, and Nassau, New Providence.

THE NEW ORLEANS REPUBLICAN PRINTING COMPANY'S STEAM BOOK AND JOB Printing Establishment. 94 Camp Street. We have purchased from George Bruce, New York, entirely new type for the REPUBLICAN. Also from T. H. Sear, agent, a new CAMPBELL BOOK PRESS, with all the late improvements, which, 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.

GORDON PRESSES. 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.

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. BULING AND BOOK-BINDING EVERY DESCRIPTION EXECUTED WITH DISPATCH.

STEAMBOAT PRINTING. Steamboat Officers will find it to their INTEREST TO CALL AT OUR JOB OFFICE AND LEAVE THEIR ORDERS. We have made special provision for Steamboat Printing, and have NEW FONTS OF BEAUTIFUL TYPE FOR COLORED BILLS, AS WELL AS SOME OF THE FINEST COLORED INK TO BE HAD.

POSTERS AND HANDBILLS IN BLACK AND COLORED INKS, AND OF EVERY SIZE. Our Facilities for Printing BLANK WORK, ARE UNEQUALLED BY ANY ESTABLISHMENT IN THIS CITY. BILL HEADS ON ANY QUALITY OF PAPER, Prices Accordingly.

INSURANCE POLICIES AND BLANKS, 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, Sole Agent for all kinds of MACHINERY. General Southern Agent for Waterworks Steam Engine Company, Builders of Excelsior Patent Portable Engine, with Cylinder in Dome, Locomotive Boilers, Plantation and Farm Engines, Mounted on Wheels, with Spark Arresters, 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. BROWN Improved Joint Van 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. J. B. KNIGHT, Agent, No. 76 Carondelet street. Also the following from the BEST MAKERS. Sugar Mills, Evaporators, Sugar Kettles, Portable Cotton Presses, Newell Saws, Corn and Wheat Mills, Seed Carriers, Horse Powers, Bolting Saws, Broom Corn Thrashers, Broom Corn Scrapers, Wood Working Machinery, and all Varieties of Mill and Plantation Machinery. W. H. SEAMAN. J. B. KNIGHT, Sole Agent, No. 76 Carondelet street.

MILITIA COMPANIES, ATTENTION! B. PIFFET, 127 Canal street. JUST RECEIVED A large stock of Military Goods, Pelican and United States Buttons, United States Gold, Silver and Regulation Braids and Cord. FLAGS! FLAGS!! FLAGS!!! EAGLES, SPEARS AND FLAG-STAFFS. New Orleans, July 14, 1870. ZABLE & DALTON, No. 115 Poydras Street, MANUFACTURERS OF TIN AND JAPANNED WARE. DEALERS IN Stoves, Grates, House Furnishing Goods, etc. AGENTS FOR The Times Cooking Stoves, Branchell, 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 Coolers, etc., which we are selling at lowest market prices. ZABLE & DALTON, No. 115 Poydras street.

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