[CONTINUED FROM FIRST PAGE.]

turers, a resolution of gratification and thanks was tendered to the officers of the woolen exposition, for the kind attentions extended them. The remembrance of which will tend to strengthen the cordial relations growing up between the West and South—identical in interest and equally interested in perfecting manufacturing and other enterprises, bringing us in honorable rivalry with the more experienced East.

The total number of articles on exhibition is about two thousand.

ST. LOUIS, August 4.—The Kansas Labor Union will hold a State convention a Topeka, September 22, to nominate State and Congressional ticket. The call urges all working men in the State without regard to party, to co-operate in the movement.

A convention of colored men at Leavenworth, yesterday, adopted a resolution demanding in their name of 12,000 colored voters a representative on the next State ticket.

CHICAGO, August 4.—A meeting of the stockholders of the Sioux City and Pacific Railroad was held here yesterday, and directors elected.

The report of the earnings of the road for the year ending June 30, foot up $334,218.

Judge Porter, to-day, at Monmouth, granted a preliminary injunction restraining the issue of Warren county bonds to Rockford, Rhode Island, and St. Louis Railroad to the amount of $200,000. This causes great excitement among the friends of the road.

ST. LOUIS, August 4.—A meeting of Frenchmen was held to-night. Much sympathy was expressed for their countrymen now at war with Prussia. A committee was appointed to raise money for the benefit of wounded French soldiers.

River Intelligence.

LOUISVILLE, August 4.—Arrived: Waunita, from Cincinnati; Emma Floyd, from Memphis; Mary Houston, from New Orleans. Departed: Waunita, for Memphis; Shannon, for New Orleans. River rising, with four feet four inches in the chute, and nine and a half feet on Portland bar. Weather clear. Thermometer 90 at 2 P. M.

MEMPHIS, August 4.—Passed up: H. M. Shreve and Pauline Carroll. Weather showery. Thermometer 86.

VICKSBURG, August 4.—Passed up: Olive Branch at 4 P. M. River falling. Weather cloudy and warm.

CINCINNATI, August 4.—Departed: Tom Reese and Belle Vernon for New Orleans. River has seventeen feet three inches in the channel. Weather clear; thermometer 87° at noon.

ST. LOUIS, August 4.—Arrived: City of Alton from Memphis, and City of Cairo from Vicksburg. Departed: Lockwood for Shreveport and Susie Silver for New Orleans. River falling. Weather clear and pleasant; thermometer 86°.

MARKETS.

Domestic Markets.

CINCINNATI, August 4.—Flour unchanged. Wheat closed firmer at $1 30@1 50. Corn quiet at 85@86c in the ear. Oats 35@55c. Rye 80@90c. Provisions active for bulk meats and bacon. Pork quiet at $30. Lard 16¼@16¾c. Sugar-cured hams 25½@26c. Bacon: shoulders 14¾c; clear rib sides 17¼c; clear sides 18¼@18½c. Bulk meats: Shoulders 13¼c; clear rib sides 16¼@16½c; clear sides 16¾c. Butter 26@28c. Eggs 14@15. Cotton quiet; middling 18½@18¾c.

ST. LOUIS, August 4.—Flour inactive and easier at $4 50@4 75 for superfine. Wheat opened firm, closing dull: No. 2 red fall $1 18@1 21. Corn is held higher, which checks business; small sales of mixed and yellow at 78@81c. Oats 41½@42c for new mixed. Rye 80c. High wines 97½c. Pork $31.

Foreign Markets.

PARIS, August 4, 3:30 P. M.—The official statement of the Bank of France shows a decrease in the metalic reserve of 47,000,000 francs for the week ending yesterday.

Bourse buoyant; rentes advanced to 67.55.

FRANKFORT, August 4.—American securities firmer. Five-twenties, 88⅞.

HAVRE, August 4.—Cotton: Tres ordinaire on the spot opened at 96.

LIVERPOOL, August 4, Evening.—Cotton closed dull; uplands 7⅞d; Orleans 8¼d; sales, 8000 bales on speculation and 1000 for export. Turpentine 32s.

LONDON, August 4, Evening.—Consols closed at 88⅝. Bonds quiet. Stock heavy.

PARIS, August 4.—The bourse opened firm. Rentes 66.85.

[Yesterday's Evening Dispatches.]

PASS-A-L'OUTRE, August 4.—Arrived: Brig Clara Pickens, Rogers, master, twenty-six days from Boston, with an assorted cargo to master. Captain Rogers reports having seen, on the twenty-fifth of July, a large ship ashore on Great Stirrup Key; on fire. She had apparently been there but a short time.

No departures.

BALTIMORE, Md., August 4.—The North German steamship Leipsic, from Bremen, arrived this morning.

DETROIT, Mich., August 4.—The Temperance Convention nominated a full State ticket.

LOUISVILLE, August 4.—The *Courier-Journal* says: "A riot occurred at Harrodsburg, Mercer county, Monday evening, in which one white man was killed and several wounded. Three or four blacks were killed, and fifteen or twenty wounded.

LONDON, August 4.—It is rumored that the Bavarians are averse to fighting for Prussia.

Prince Frederick Charles is sick at Odenburg.

Papal committees in France, Ireland, Holland and Belgium are raising recruits for the protection of the Pope.

The rate of the bank of England has been increased to six per cent.

PESTH, August 4.—The Diet has declared in favor of neutrality.

BERLIN, August 4.—Officers in this city have accepted the heavy wager offered by Thomas, of Paris, that the French would be in Berlin by the fifteenth of August.

The Prussian have 100,000 reserve near Berlin.

Forage scarce on the Rhine, and the horses of the Prussians are suffering.

STOLEN PRESS DISPATCHES.

The Associated Press has very kindly informed us that an enterprising and wide awake telegraph operator had been detected in stealing Associated Press dispatches. This is an explanation emanating from the American Press Association, rival news vendors:

SACRAMENTO, Cal., August 3.—The sensation story which the Associated Press telegraphed about the discovery of an attempt to steal their dispatches is ridiculous. The facts are that on Friday last the Atlantic and Pacific line went down east of Omaha, and one of the Atlantic and Pacific operators, F. C. Vanvanlkenburg, went across the street on a balcony adjoining the Western Union office to see if the Western Union lines were working. While he was talking with the Western Union operator a crowd collected, and charges were made of an assault to murder and an attempt to steal dispatches.

In an hour afterward the Atlantic and Pacific line commenced working, and the American Press Association report came through and was published as usual, notwithstanding the agents of the Associated Press said that the mode by which the American Press Association dispatches were obtained had been discovered and the leak stopped. Mr. Vanvalkenburg is an operator for, and not to be confounded with Superintendent Valkenburg, whom the Associated Press appears to have charged with the attempt to steal their dispatches. Mr. Vanvalkenburg will commence libel suit against the papers that have made the charge unless they apologize. Since the American Press Association have commenced sending dispatches for the papers served by them, they have been the first to publish every important item of news. The old concern has been at their wit's end finding a terrible inroad into their business, and getting up all kinds of false stories calculated to injure the American Association.

The Paris journals concede Germany a total force of 908,000 men, and 208,000 horses. They state that of the thirteen corps forming the army of the campaign, nine only are Prussian proper. The Ninth Corps is formed of soldiers from Schleswig-Holstein; the Tenth is Hanovarian; the Eleventh Hessian, and the Twelfth Saxon.

AMERICAN PRESS ASSOCIATION NEWS.

Gleanings from their Dispatches.

We copy the following points of interest from the Memphis *Sun* telegrams published Wednesday morning:

LOUISVILLE, August 2.—Reports just received from Harrodsburg, in the interior of the State, say that a riot occurred at that place, yesterday, between the whites and blacks, in which two whites were killed and two wounded, and six colored men killed and fifteen wounded. A great excitement, and the polls taken possession of by the mob.

W. H. Childress, Marshal of Williamstown, Kentucky, was mortally wounded yesterday, while trying to preserve peace.

John Barr was mortally wounded at Crittenden, Kentucky, in an election row yesterday.

NEW YORK, August 2.—A London letter received to-day, says that England is beginning to believe that if France triumphs over Prussia, she will next turn her arms against Great Britain, as Napoleon has already fought with three of the four great powers which overthrew his uncle.

LONDON, August 2.—The tone of the Prussian newspapers and the voice of the people appears decided in the belief of victory. It is supposed that the intentions of the Prussians to force a march through France to Paris, has been frustrated by the timely appearance of the French fleet in the Baltic and about the mouth of the Elbe.

Prussia demands a full explanation from Austria as to why she is arming.

The South German army has been supplied with the old flint lock muskets.

The Associated Press was fairly beaten on the Harrodsburg, Kentucky, riots, as the report was published in papers supplied by the American Press Association, Wednesday morning, while the same thing, substantially, was not published here till last evening.

THE SILVER SPRAY DISASTER.

Further Interesting Particulars.

We copy the following Memphis special to the Cincinnati *Gazette:*

It is now ascertained that there were forty-five persons on the boat. Of those, out of twenty-six that have been found, two, Jordan and E. Lang have since died, the latter at the hospital. Out of nineteen roustabouts only seven have been recovered, five of whom are in the hospital, severely wounded. Four white ones who shipped here were lost; also a German, who got aboard by mistake, and refused to go ashore. In the coal barge two cabin boys, named Sach and Carmack, and Mary Beach, chambermaid, are also known to be lost. Anton Shefer's wife and child were saved; Richard Doyle, watchman; Henry Rawlston, colored, porter, and William Duncan, are severely wounded, and in the hospital. The City of Alton arrived here at noon, but brings no additional particulars, save that the wreck of the barge was still burning when she passed.

Soon after their arrival here, engineers Ashford and Meredith; mate, James Corcoran; carpenter Wade; pilot E. Patterson, went before Captain Washington, local inspector, made written statements to the effect that while the boat lay here her boilers were carefully examined and her flues cleaned, and everything was in good condition; that while at New Orleans a new sheet had been put in to replace a defective one, but all worked well on the passage up. The boat left here at 6:30. At eleven her engineers changed watch. Ashford had the water examined in the boilers. He found the steam gauge indicating 134 pounds. The supply doctor worked well, as it had done on the trip. He was oiling the crank wrists when the explosion occurred. In an instant all was darkness. Until the boat took fire nothing could be seen. The debris and wreck were so piled up on the furnaces that the fire could not be extinguished.

Meredith testified to having tried the water before going off watch. Everything was in good condition. The government safety gauge was locked in the box, and blew off very low. He had been ordered never to allow more than 134 pounds of steam. After the explosion he made several trips with the lifeboat. He thinks only the middle and starboard boilers exploded.

Richard Cage, cook, states that the explosion was caused by the stopping of the doctor, by which the boilers were nearly dry and red hot.

T. W. Gill, deck hand, says the fire was caused by the falling of a lamp from the cabin after the explosion, after which the people all took to the barge, but the wreck of the cabin falling over on the barge it took fire, causing the people, burned and maimed, to rush into the water. The explosion blew freight toward the barge, so that her hawsers could not be cut. The survivors speak in the highest terms of the conduct of the people on shore, and the officers, crew and passengers of the City of Alton. Portions of the wreck have been passing here this afternoon.

AN ARRIVAL FROM HAMBURG.

The Steamship Hammonia.

We copy the following dispatch:

NEW YORK, August 2.—The steamship Hammonia, of the Hamburg line, arrived here this morning, having left Hamburg on the twentieth of July. She brings 597 passengers, of whom 477 are in the steerage, and full cargo. The captain reports that at the time he left there was intense excitement all over the country in regard to the war, and the workmen who had long since served their time in the army, were volunteering in great numbers to assist the country. The railroads were fully employed in transporting troops and munitions of war, and preparations for the conflict is observed to be active in all directions.

Before the Hammonia left port the buoys and lights had been removed from the Elbe, on which river Hamburg is situated, and steamers had to proceed slowly and with great caution. After getting to sea, she steamed far north, thereby avoiding the French and English coast and its supposed dangers. No incident worthy of note occurred during the voyage. The vessel arrived here safely, and will remain for the present, as this line is in the same condition as the Bremen, and can not run steamships until the close of the war, or until they are disposed of.

The New York *Tribune* says:

It may relieve the pious minds of those who fancy that Chinese immigration will make idolaters of us all to learn that the Chinese shoemakers at North Adams all go regularly to church on the Lord's Day, and that the leader of the company is a zealous Methodist. On the whole, it seems that we are quite as likely to make Christians of them as they are to turn us into heathens. In the North Adams meeting-house, it being Communion Sunday, the elements were offered to these strangers—an act of liberality to be commended, but were respectfully declined. Fortunately, no bishop of the English Convocation was present to faint with horror at the sacrilege. The Chinese are what may be styled an eminently convertible people, with a dominant faith in a future state to begin with; and it will not be their fault if they are mobbed out of all respect for our religion.

Acting Commissioner Douglass decides that when a sale of tobacco not having any marks or brands of the manufacturer thereon is made by a United States marshal, he (the marshal) should stencil the fact upon each package, giving the place and date of sale, with his own name. If sold subject to tax, the purchaser must affix and cancel stamps before removal. If sold free of tax, the marshal must affix and cancel the stamps, and deduct the expense thereof from the proceeds of the sale. If upon offering forfeited or condemned tobacco for sale, a bid can not be obtained sufficient to cover tax and expense of sale, or at least to cover the tax, the tobacco must be withdrawn from sale. No tobacco can be allowed to be put upon the market without proper stamps affixed and canceled.

It is reported that the President has decided to tender to Senator Williams, of Oregon, whose re-election to the Senate is doubtful, the position of Solicitor General of the new Department of Justice, created by the last Congress. The President is known to regard the office as one of the most important in the government, being scarcely less so than that of Attorney General.

Monetary—Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, THURSDAY EVENING, August 4, 1870.

The money market proper continues to work close. There is more demand for accommodation at most of the banks; and the offerings of business paper upon the street are increasing. At the same time we notice a general tendency toward caution in view of the incertitude of the future. There is yet no drain of money to the country, but a strong demand for supplies, which is extending credits. We quote A1 paper, with unquestionable collaterals, at 11@12 ⅌ cent per annum; do without collaterals, at 1@1½ ⅌ cent per month, and second class at 2@3 per month. Mortgage paper is in request at 10@12 and 13 ⅌ cent per annum, according to class.

Gold opened at 121@121¼ (against 121¾ at New York), and closed at 120⅞@121⅛ against 121¾. The sales embraced $14,000 at 120¾; $3000 at 120⅞; $20,000, $20,000 and $5000 at 121; $3000 at 121@121⅛; $10,000, $10,000 and $6000 at 121⅛; $2000, $4000 and $5000 at 121¼, and $35,000 at 121⅛@121⅜. Nothing reported in silver.

There was no movement whatever in foreign exchange. In the absence of purchases of cotton or produce for Great Britain there are are no sterling bills making, and the same may be said of francs. We quote, nominally, sterling 132@133 for A1 bill of lading and clear and 134 for bank, and francs 4.22½ for bank.

Domestic exchange was dull. The banks continued to draw on New York at ⅜ ⅌ cent premium, and the sales of commercial were confined to $20,000 and $15,000 sight on New York at ⅛ premium.

There was scarcely any movement in stocks or bonds. 50 shares Lottery stock at $85 and 82 Bank of New Orleans at $35 are the only sales reported.

Transactions in warrants were confined to small lots, dealers buying State at 70 for new and 93@95 for old, and Metropolitan Police at 98½@99, and selling the former at 72 for new, and 95@98 for old, and the latter at 99@99½.

Nothing transpired in city treasury notes. Dealers buy small sums at 18@20 discount, and sell at 15@17.

COMMERCIAL.

THURSDAY EVENING, August 4, 1870.

COTTON—The sales to-day embraced 375 bales, at rather easier but hardly quotably lower prices. We quote inferior at 7½@—c; low ordinary at 9@10½c; ordinary 11@12½c; good ordinary at 15@15½c; low middling at 16½@17c; middling at —@17½c, and strict middling at 18@—c.

There was so little done that it was hardly sufficient to serve as a basis for qutations, which are to a great extent nominal. The bulk of the business was in Liverpool middling at 17¼c, and a stronger kind of middling at 17½c. The supply was limited, but several factors were anxious to realize, and would have readily accepted the ruling rates.

COTTON STATEMENT.

Stock on hand September 1, 1869—bales		770
Arrived since last statement	133	
Arrived previously	1,160,529	
Supplemental from samples and waste, etc	9,562	1,160,624
Total		1,161,394
Cleared to-day	none	
Cleared previously	1,160,692	1,160,692
Stock on hand and on shipboard—bales		43,102

Receipts proper since Friday evening, 828 bales, against 996 for the corresponding time last week, and 338 last year; and since September 1, 1,138,447 bales, against 794,607 last year.

SUGAR AND MOLASSES—The receipts this morning were confined to 3 hhds sugar, 10 bbls molasses. The market continues quiet, but very firm, and we quote 10¾c ⅌ lb for common sugar; 11¼@11½c for fair, 12½c for fully fair, 13c for prime, 13¼@13¾c for yellow clarified, 14@14¼c for white. Cuba sugar is quoted at 10@12½c for yellow, 13@14c for white. Plantation fermenting molasses is quoted at 25@35c ⅌ gallon; city refinery reboiled 50@75c; syrup $1. There is no movement in Cuba molasses.

ARRIVALS FROM THE WEST—The Bee and barges, from St. Louis, have arrived since our review of yesterday.

FLOUR—The market is very dull, though without any change in prices. Superfine is quoted at $5 40; double extra at $6@6 12½; treble extra at $6 25@6 75; choice and family extra at $7@8 75 ⅌ bbl. The sales to-day are confined to 1000 bbls, of which 100 and 125 treble extra at $6 75, 300 choice extra at $7; 250 do at $7 25; 75 do at $7 50; 50 at $7 75 ⅌ bbl.

CORN—Is in light supply, and prices are firmer, although there is not much demand; 2500 sacks were sold to-day, of which 300 mixed, and 200 ordinary mixed at $1 05; 1500 white on private terms; 200 yellow, 50 and 150 white at $1 10 ⅌ bushel.

OATS—Are in good demand, and prices have an upward tendency; 2600 sacks were sold to-day, of which 1000 St. Louis on private terms; 1000 do at 56c; 400 do at 57c; and 150 Galena at 60c ⅌ bushel.

BRAN—50 and 100 sacks sold at $10 ⅌ 10 lbs.

HAY—459 bales prime Ohio river sold at $23 50, and 200 prime Western at $24 ⅌ ton.

LARD—Is in light supply. It is in request and prices are firmer. Yesterday, not reported, 75 tierces packers sold at 17½c ⅌ lb. Tierces are quoted at 17¾c; kegs at 19c ⅌ lb.

BACON—A lot of 5 casks clear rib sides sold at 19c ⅌ lb. The market is very firm, though quiet, and we quote 15½c ⅌ lb for shoulders; 19c for clear rib sides; 19¾c for clear sides, and 27@27½c for sugar-cured hams.

PORK—Is dull. Mess is held, at wholesale, at $32@32 50 ⅌ bbl, and is jobbing at these prices. At retail dealers are obtaining $32 75@33.

BREAKFAST BACON—Western is jobbing at 19@19½c; Northern 19½@20c ⅌ lb.

DRY SALT MEAT—Is scarce and shoulders command 14½@15c ⅌ lb.

CORN MEAL—Continues in fair supply and demand at $4 75@5 ⅌ barrel for kiln-dried on the landing, and $5@5 25 from store, the inside rate for meal not guaranteed. 35 barrels choice sold on the landing at $5 ⅌ barrel.

SALT—The demand continues good, and prices are steady. Dealers' rates $1 50@1 55 ⅌ sack for coarse and $1 65@1 70 for fine Liverpool. When taken at warehouse by boats, a deduction is made for drayage. Turk's Island scarce and in request at 50c. ⅌ bushel. Table salt in pockets of 8 lbs, 10c, 4 lbs 5c. There are no cargoes offering.

BUTTER—Choice is in request at 26@28c for Western and 37c for Goshen. Inferior grades dull and nominal.

TALLOW—Texas rendered is quoted at 9½c ⅌ lb.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Friday, August 5, 1870.

CLEARED YESTERDAY.

Steamshtp St Mary, Lewis, for Galveston and Indianola
Steamer Mollie Able, Able, for St Louis.
Steamer Bee and Barges, Goll, for St Louis
Ship Merchant, Taylor, for Bordeaux
Haytien schooner Jeannette, Mathieu, for Port-au-Prince

ARRIVED YESTERDAY.

(No arrivals from sea yesterday.)

STEAMBOATS.

Diana (new), Sterret, from Louisville.
Mary, Carrell, from Mobile.
Henry Tate, Dalferes, from Bayou Sara.

BELOW COMING UP.

Ship Persia, Doane, 66 days from Cardiff, Wales, to Meeker, Knox &co—
Bark Aurelia, Lincoln, 35 days from Boston, to Wm Creevy—
Brig Clara Pickens, Rogers, 26 days from Boston, to master—

BELOW AT QUARANTINE.

Steameship Tappahannock, Reed, from Havana via Florida Ports, to F W Perkins &co—
Ship Erie, Smith, 5 days from Havana, in ballast, to Browne, Begouien &co—

RECEIPTS OF PRODUCE.

LOUISVILLE—Steamer Diana—Lot wagons lot of furniture and 300 tons sundries for Houston, Texas
BAYOU SARA—Steamer Henry Tete—39 bbls rice 12 bdls hides 39 sks bran and sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, August 4—9 bales cotton 110 half bbls beer 96 bbls whisky 11 hhds tobacco 100 bbls oil 20 tcs hams 20 bdls paper 246 bxs cheese 9 cars lumber and sundries

MORGAN'S LOUISIANA AND TEXAS RAILROAD—August 4—51 head cattle 10 half bales moss 4 bbls molasses 2 bdls hides 18 hides 111 sks onions and sundry produce

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship St Mary—300 bbls flour 20 bbls molasses 400 sks corn 100 bxs candles 100 sks bran 225 bags coffee 100 bxs mdse 90 bbls whisky for Indianola. 150 sks salt 100 bbls flour 1000 sks oats for Galveston

ST LOUIS—Steamer Mollie Able—34 pkgs mdse 45 crates earthenware

ST LOUIS—Steamer Bee and barges—197 crates of earthenware 69 bxs tinplate

BORDEAUX—Ship Merchant—963 hhds tobacco 19,500 staves

PORT-AU-PRINCE—Schooner Jeannette—46,500 feet lumber 36,000 shingles

IMPORTS.

MOBILE—Steamer Mary—74 bags coffee 2 tcs of wax 25 bdls paper and sundries

STEAMBOATS.

CAIRO AND CHICAGO.

Cairo and Chicago—The Illinois Central Railroad and Blue Line, via Cairo, take freight from New Orleans on first-class steamers, leaving daily at 5 P. M.

For Cairo, Chicago, and all points North and West, via Cairo—The

Great Republic,
Virginia,
Henry Ames,
Belle Lee,
Indiana,
Magenta,
Nicholas Longworth,
Robert E. Lee and
Continental,

Are among the first-class steamers of this line.

Through tickets to all points North, via Cairo, for sale at No. 150 Common street, under the St. Charles Hotel.

All rates and all through bills of lading from New Orleans by the above given and signed only at the office of the Company, No. 26 Carondelet street. Shippers by this route save drayage and transfer charges, and their goods are always under cover. Insurance one-quarter less than by any other route, and rates lower.

JAMES T. TUCKER, General Agent.

mh15 6m

VICKSBURG AND BENDS.

SUMMER AND FALL ARRANGEMENT. GREENVILLE BEND PACKET.

Leaves every THURSDAY, at 5 P. M.

For Greenville, Vicksburg, Natchez, and all way and Coast landings—

GRAND ERA,

J. M. WHITE, Master.

(In place of the new Greenville packet now building).

Will connect at Vicksburg with Yazoo steamers.

RETURNING:

Leaves Greenville on Sundays, at 10 A. M.
Passes Lake Providence Sunday evenings.
Passes Milliken's Bend Monday mornings.
Leaves Vicksburg Mondays at 5 P. M.
Passes Grand Gulf Mondays at 8 P. M.
Passes St. Joseph Mondays at 9 P. M.
Passes Rodney Mondays at 10 P. M.
Passes Waterproof Mondays at 11 P. M.
Leaves Natchez Tuesday at 6 A. M.
Passes Red River at 12 M.
Passes Bayou Sara at 3 P. M.
Passes Baton Rouge at 6 P. M.
Passes Plaquemine at 7½ P. M.
Passes Donaldsonville at 11 P. M.

Will call for all mails, and pay particular attention to all way and coast business.

P. S.—The steamer Grand Era will take freight for Luna Landing.

G. L. KOUNS & BRO., Canal Street Ferry Landing.
GEORGE D. HITE, No. 17 Tchoupitoulas street, Agents.

je22 1m

BATON ROUGE.

New Orleans, Coast and Baton Rouge semi-weekly passenger packet

ST. JOHN.

W. R. GREATEHOUSE, Master. | J. A. COMSTOCK, Clerk.

Leaves New Orleans every WEDNESDAY at 10 A. M., and SATURDAY at 5 P. M.; leaves Baton Rouge THURSDAY and SUNDAY EVENINGS, coming down the coast below Donaldsonville in daylight, Fridays and Mondays.

E. O. MELANCON, Agent
mh3 98 Old Levee street.

BAYOU SARA.

REGULAR SEMI-WEEKLY BAYOU SARA PACKET.

Leaves New Orleans every MONDAY, at 5 P. M., and FRIDAY, at 10 A. M.

Leaves Bayou Sara every TUESDAY, at 4 P. M., and SATURDAY, at 12 M.

The steamer

HENRY TETE,

in place W. S. Pike, M. H. Landry, clerk.

Jos. Dalferes, master, will leave as above. For freight or passage apply on board or to R. C. MARTIN, 6 Old Levee street.

jy8

OPELOUSAS.

FOR OPELOUSAS WASHINGTON, Fort Barre, and all landings on the coast, Atchafalaya River and Bayou Courtableau—The light draught steamer.

J. G. BLACKFORD,

W. Burton, master. J. B. Schmit, clerk.

Leaves on WEDNESDAY, at 5 P. M.

Leaves Washington for New Orleans every SATURDAY, at 12 M.

The J. G. Blackford connects at Sunsport with steamer Paynswick, and at Churchville with Jennie Gibbens. Through bills lading given.

Bills against steamer J. G. Blackford will not be paid without a written order from the captain.

The J. G. Blackford, when the water is too low, will connect with steamer Maggie P.

STEAMSHIPS.

THE CROMWELL LINE.

For New York, Direct.

This Line is composed of the Steamships

GEORGE WASHINGTON, CORTES.
GEORGE CROMWELL, MARIPOSA
ST. LOUIS.

The Steamship

ST. LOUIS,

WHITEHEAD, Commander.

Will leave her wharf, foot of Toulouse street, on SATURDAY, August 6, at 5 P. M.

Passage ..... $50.

Freight for Liverpool, Bremen and Havre taken by this line, and through bills of lading given for the same. For freight or passage apply to

ALFRED MOULTON, No. 41 Carondelet street.

my21

FOR NEW YORK.

MERCHANTS' STEAMSHIP LINE. Comprising the first-class steamships

CRESCENT CITY ..... Captain George L. Norton.
SHERMAN ..... Captain Miner B. Crowell.
GENERAL MEADE ..... Captain A. W. Sampson.
UNITED STATES ..... Captain A. Blanchard.
MISSISSIPPI ..... Captain W. P. Henry.
WESTERN METROPOLIS ..... Captain H. S. Quick.
EMILY B. SOUDER ..... Captain ——.

COMPRISING THE FIRST-CLASS Steamships

SAILING FROM NEW YORK EVERY SATURDAY.

The steamship

SHERMAN,

M. B. CROWELL, Commander,

Will leave her wharf, foot of Jefferson street, on SATURDAY, August 6, at 5 P. M.

These steamers have superior accommodations for passengers.

Cabin Passage $50
Steerage Passage 25

Bills of lading signed through to Liverpool, Glasgow and Bremen. Through tickets for first-class and steerage passengers for Liverpool and the Continent, connecting with Guion's Line of Steamers, sailing from New York every Wednesday.

For freight or passage, apply to LOW & LUDWIGSEN, No. 190 Common street.

The steamship CRESCENT CITY will follow, leaving on SATURDAY, August 13, at 5 P. M. oc20 1y

FOR FLORIDA PORTS AND HAVANA.

ALLIANCE LINE UNITED STATES MAIL STEAMERS

FOR PENSACOLA, WARRINGTON, APALACHICOLA, ST. MARKS, CEDAR KEYS, TAMPA AND KEY WEST. Through bills of lading to Columbus, Georgia, and Bainbridge, Georgia, and all regular landings on Chattahoochee river; also to FERNANDINA and JACKSONVILLE.

This line is composed of the following steamships, to sail EVERY SATURDAY:

LAVACA ..... E. F. Schellenger, Commander.
FLORIDA ..... M. O'Leary, Commander.
TAPPAHANNOCK ..... C. W. Reed, Commander
PERRIT ..... W. H. Gardner, Commander.

The steamship

LAVACA,

SCHELLENGER, Commander,

Will leave her wharf, foot of Calliope street, on SATURDAY, August 6, at 3 P. M. For freight or passage, apply to

F. W. PERKINS & CO., Agents, 26 Carondelet street.

N. B.—Shippers will please procure orders from Agent's Office before sending freight to steamer. No freight received on the day of sailing.

fe2 1y

TO SAVE LABOR AND INSURE LARGE CROPS,

Use Stern's RAW BONE SUPER-PHOSPHATE and FINE GROUND BONE, the great Fertilizers. LOUIS STERN & BROTHERS, manufacturers, office No. 6 Chartres street, New Orleans, Louisiana. Bone Black of all grades constantly on hand.

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INSURANCE.

TWENTY-FIRST ANNUAL STATEMENT OF

CRESCENT MUTUAL INSURANCE COMPANY,

For the Year Ending April 30, 1870.

Gross Premiums for the Year $594,899 62
Assets of Company, April 30, 1869 ..... 980,627 62

The Board of Trustees resolved to pay interest at Six per cent in cash on all outstanding Certificates of Scrip, and also to pay in cash the issue of 1859 to the legal holders thereof on and after the second Monday in June next.

They have also declared a Scrip Dividend of Eight Per Cent on the earned premiums entitled to participate for the year ending April 30, 1870, for which certificates will be issued on and after the first Monday in August next, free of government tax.

THOMAS A. ADAMS, President;
C. T. BUDDECKE, Vice-President.
HENRY V. OGDEN, Secretary.

TRUSTEES:

Thomas A. Adams,	Samuel H. Kennedy,
C. T. Buddecke,	Samuel B. Newman,
P. H. Foley,	J. J. Garrard,
A. G. Ober,	A. Thompson,
P. Simms,	John Phelps.
A. Eimer Bader,	E. H. Summers.

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GUARDIAN MUTUAL LIFE INSURANCE COMPANY, OF NEW YORK.

Established in 1859.

ALL POLICIES NON-FORFEITABLE.

CASH OR THIRD LOAN PREMIUMS.

NO NOTES REQUIRED.

Last Cash Dividend Fifty Per Cent.

Cash assets over	$2,000,000
Policies in force	25,000,000
Annual income	1,000,000
Losses paid since 1859	600,000

OFFICERS:

W. H. PECKHAM, President.
W. T. HOOKER, Vice President.
L. McADAM, Secretary and Actuary.
G. A. FREDRIKAR, Superintendent of Agencies.

DIRECTORS:

Hon. John A. Dix, New York.
John J. Crane, President Bank of Republic.
William M. Vermilye, Banker, Wall street, (Vermilye & Co.)
Charles G. Rockwood, Cashier Newark Banking Company.
Hon. George Opdyke, ex-Mayor of New York.
Minot C. Morgan, Banker.
Thomas Rigney, firm Thomas Rigney & Co.
Benjamin B. Sherman, Treasurer New York Steam Sugar Refining Company.
Aaron Arnold, firm Arnold, Constable & Co.
Richard H. Browne, of Wetmore & Browne, lawyers.
E. V. Haughwout, firm E. V. Haughwout & Co.
William Wilkens, firm W. Wilkens & Co.
Julius H. Pratt, Merchant.
William W. Wright, Merchant.
Charles J. Starr, Merchant.
William Allen, Merchant.
George W. Cuyler, Banker, Palmyra, New York.
George T. Hope, President Continental Fire Insurance Company.
John H. Sherwood, Park Place.
Walton H. Peckham, corner Fifth avenue and Twenty-third street, New York.
William T. Hooker, Wall street.
Edward H. Wright, Newark, New Jersey.
George W. Farlee, Lawyer.
W. L. Cogswell, Merchant.

JOSEPH MAGNER, Manager for Louisiana and Texas, No. 158 Common street, New Orleans. fe18 2y

LOUISIANA STATE MUTUAL INSURANCE COMPANY,

OF NEW ORLEANS.

OFFICE

Corner Carondelet and Common Streets.

FIRE. MARINE. RIVER.

RISKS TAKEN AT THE LOWEST TARIFF RATES.

E. GANUCHEAU, President.
A. BALDWIN, Vice President.
L. W. BAQUIÉ, Secretary.

Trustees:

E. F. Mioton,	W. B. Conger.
O. Bercier,	A. Eimer Bader,
Charles J. Leeds,	A. D. Grieff,
D. Bouligny,	F. Laborde,
E. H. Harris,	S. Hermann,
J. Lapene,	E. Bordeloise,
L. H. Gardner,	D. P. Logan,
Thomas Blois,	J. Zoelly,
B. Huft,	Samuel Locke,
J. A. Bonnafon,	A. Tertrou,
O. Hopkins,	I. Dugas,
A. C. Pierpont,	G. P. Blanchard,
A. Baldwin,	Joseph Simon,
A. Palacio,	E. Ganucheau,
William Hey,	C. H. Mouton,
Alexander Marks,	J. M. Wagner,

H. Bidwell. oc8 1y

SUN MUTUAL INSURANCE COMPANY OF NEW ORLEANS,

Office, No. 61 Camp street,

Fire, Marine and River Insurance.

NEW ORLEANS, JANUARY 19, 1870.

FOURTEENTH ANNUAL STATEMENT.

Net earned premiums for 1869		$292,934 47
Losses, taxes, general expenses, discount on premiums, reinsurances, interest on scrips, profit and loss	$222,494 84	
Less discount and interest account	32,569 59	179,915 25
Net profit		$113,019 22

The Company have the following assets, ESTIMATED AT THE LOWEST MARKET CASH VALUES, viz:

Consolidated railroad and city bonds, State bonds, bonds of the Grand Lodge of Louisiana, Odd Fellows' Hall Association, New Orleans Turners' Association	$380,068 00
Bank and Gas stocks	162,799 00
Loans on pledges	115,663 45
Loans on mortgages	73,750 00
Bills receivable	7,614 20
Scrip of other insurance companies	8,697 37
Uncurrent funds	1,638 90
State and city coupons not collected	6,156 00
Premiums in course of collection	24,000 00
Cash on hand	94,438 34
Total	$874,825 26

The above statement is a just, true and correct transcript from the books of the Company.

THOMAS SLOO, President.

THOMAS ANDERSON, Secretary.

STATE OF LOUISIANA, Parish of Orleans, City of New Orleans.

Sworn to and subscribed before me, this nineteenth day of January, 1870.

A. SHELLEY, Second Justice of the Peace, parish of Orleans.

The Board of Directors have resolved to pay SIX PER CENT interest on the outstanding certificates of profits; also, THIRTY-THREE AND A THIRD PER CENT on the balance of the scrips of the year 1858, on and after the second Monday of February, 1870; and they have further declared a dividend of EIGHTY PER CENT on the net earned outstanding premiums for the year ending December 31, 1869, for which certificates will be issued on and after the twenty-first day of March next.

THOMAS SLOO, President.
JOHN G. GAINES, Vice President.
THOMAS ANDERSON, Secretary.

Directors for the Year 1870:

John G. Gaines,	E. J. Hart,
B. Biscoe,	Henry Renshaw,
I. N. Marks,	Hugh Wilson,
Charles Macready,	W. R. Seymour,
Richard Flower,	Richard S. Venables,
Julius Weis,	Thomas Sloo.

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INSURANCE.

MERCHANTS' MUTUAL INSURANCE COMPANY OF NEW ORLEANS,

104 ..... Canal Street 104

SIXTEENTH ANNUAL STATEMENT.

In conformity with the requirements of their Charter,