[CONTINUED FROM FIRST PAGE.]

over this city. A number of churches were struck by lightning, and some lives lost.

PARIS, July 7.—The court martial, in trying prisoners, will proceed in the following order: 1. Members of the central committee 2. Persons who usurped public functions. 3. Those generally implicated.

General Rossel will be tried before a special tribune.

It is proposed to lend President Thiers the palace Elysee as a residence.

The Bank of France yesterday sent 104,000,000 francs to Prussia.

Amiens has been placed in a state of siege, in consequence of the failure of the authorities to discover the murderer of a Prussian.

The trial of Rochefort, Assy and Rossel has been postponed for a fortnight.

The re-organization of the French army has been completed. Its effective strength is 320,000 men.

The small-pox is on the decrease in Paris.

The Pope writes President Thiers that he will remain in Rome.

MADRID, July 7.—A motion censuring the government was rejected by the Cortes by a vote of 19 to 61.

The Cortes is considering a general amnesty in Spain and the colonies.

LIVERPOOL, July 7.—Sales of the week, 122,000 bales, of which 14,000 bales were for export and 33,000 for speculation. Stock, 715,000 bales, of which 424,000 are American.

Receipts, 76,000 bales, of which 31,000 are American. Actual export, 12,000 bales.

Stock afloat, 444,000 bales, of which 103,000 are American.

The Fort St. Philip Canal.

[From the St. Louis Journal of Commerce.]

For some years past the question has been agitated, and the attention of the most skilled engineers in the service of the government, has been called to the problem of a satisfactory outlet to the great Mississippi river.

In 1838 Captain Talcott, acting under orders from the War Department, made the attempt to open the pass at the mouth of the river by dredging. After considerable labor and expense he succeeded in taking out sufficient mud to very much improve the channel, but a single storm forced "twice as much mud" into the channel as had been taken out.

In 1852 the government contracted with the Towboat Association for opening up these passes. A year was consumed in the labor, and a channel eighteen feet deep for about eight thousand in length was perfected. This was used for a short time and like its predecessors was filled by a single storm.

This was the last effort of the government until 1868-69, and 1870. The needs of commerce were imperative, and urged another attempt. Congress had constructed, at an expense of $350,000, a steam propeller dredge, and to manage it are men of large experience; but they can only imperfectly carry out what is wanted; and, again, the men engaged in commercial pursuits throughout the Mississippi valley, their appeal to the engineers and the men of science, suggest another plan. We find by reference to a pamphlet, entitled, "Project of a Ship Canal between the Mississippi river and the Gulf of Mexico," the work of Moritaign, a civil engineer, a thorough digest of this important matter, and the opinions and experiences of the most capable men, who have considered this vexed question. It is here the impression and the expression that the bars at the mouth of the river are unsurmountable, and there can be no permanent riddance of them. Upon the opinion of the gentlemen mentioned therein, we think it useless that further appropriations be made for that purpose; but that we consider other propositions for accomplishing the end.

From all the information we can gather, we view the Fort St. Philip canal as the most feasible of all plans and projects that have yet been suggested, for the accommodation of all classes of vessels, be they great or small. The distance of this cut will be about six miles from river to gulf. At the point where this canal will open into the gulf, the water has a depth of thirty feet, The character of its bottom is such as to imply but little change in the depth, and the old Spanish chart of nearly a century ago stated this to have been the depth at that time. The harbor is represented as a good one, the different islands and juttings of land, sufficient to protect shipping from the severe gales that are so frequent upon the gulf, and in which so much is lost.

The proposition is, then, to cut this canal six miles long, one hundred feet wide at water line, thirty feed wide at bottom, and twenty-four feet deep. This will be one foot deeper than any one of the most important canals ever made, and will afford easy passage-way for the largest ship ever built, excepting the Great Eastern.

It is further proposed that along the banks of this canal a locomotive be used as a propeller, for the more rapid transmission of shipping through it; and reasonable calculations, showing the number of vessels, arrivals and departures from New Orleans during the year, satisfy us this will afford sufficient facilities for all business that could be hoped for for some time to come. The locks proposed at the river will, we think, overcome all doubts that may be entertained as to the channel filling up with sediment from the river. This lock is to consist of three gates; the first is opened from the river and the vessel is admitted; this gate is then closed, and a side gate, opening out on the swamp, is opened, and the surplus of river water wheel that comes in when gate No. 1 was opened passes off through the swamp. The salt water being heavier, keeps the river water on top, and before much of the sediment can settle to the bottom it is turned off through this gate No. 2. Then gate No. 3 is opened; this admits the vessel to the land, where it is made fast, by a line, to the locomotive, and in a little while is speeded to where the waters of the broad ocean receives her, and she offers the hospitality of her wide dominion as a highway to those distant parts of the world where the calls of commerce may direct these rovers of the deep.

In a report made by William H. Chase, captain of engineers, dated February, 1837, we find his estimated cost of this canal to be about $10,000,000, and he says it would take about a year to complete it. When once this is built, it will cost but little to maintain it; an occasional dredging of that part of the canal between jutes numbers one and two will be necessary, but the space being small and accumulations light, it will not be required to be done often, nor will it be attended with much cost.

Congress has now appropriated something for surveying this route and making other investigations as to the practicability of other schemes suggested. We are informed that an able officer is in charge of this, and that his report will soon be forthcoming. That it will be favorable to this plan we have but little doubt after the testimony of those preceding him. If so, the representatives in Congress throughout the Missisippi valley ought to, individually and collectively, make this paramount to any other claim or claims to be urged, and push the matter until the appropriation necessary is granted. With this skeleton idea of what is proposed, we must content ourselves. Though brief, we hope it is sufficiently explicit to give the plans, and that those interested may continue to agitate and urge its advantages more elaborately.

The boon to the commerce of the great valley, on the completion of this project, can be but faintly pictured. It will inaugurate the system of iron torges for transportation, and the building of elevators in many places, thereby effecting, surely, the handling of grain in bulk, which must be adopted before the grain of the Northwest can attain that desired position that the friends to the movement have advocated. This cheap system of transportation will annually enrich the country tributary to the extent of millions; rapidly population will centre here, and before ten decades have sped, the geographical heart of the continent will be the seat of power.

The Harrisburg *Journal* says: "General Grant reduces larger amounts of public indebtedness annually than the Democratic controllers of Andrew Johnson paid during the entire term of his blood-stained administration.

Biloxi sometimes has mosquitoes, though it was nearly free of them on the fourth of July. About the midnight hour mosquitoes interfere with paragraphs like this, as they swarm in myri

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, FRIDAY EVENING, July 7, 1871.

Nothing has transpired to indicate any marked change in the money market. There is a more than abundant supply of capital available for the wants of A1 borrowers, and with a light demand for accommodations we quote the market easy at previous prices, say 8 per cent per annum for A1 notes secured by unquestionable collaterals; 8@10 without collaterals; 12@18 for good and for good do and short A1 business paper, second grade business paper, and 10@12 for A1 long do. Mortgage paper is done at 9@— per cent per annum for A1, and 10@12 for second class.

We notice that the Crescent City Bank has declared a dividend of five dollars per share on the converted $100 shares, payable on Monday week, and the Louisiana Lottery a semi-annual dividend of twelve per cent.

Gold opened at 113½@113¾ (against 113⅝ at New York) and closed at the same, (against 113¼). The movement was moderate, the reported sales being confined to $5000 and $6000 at 113½; $2000, $3000 and $9000 at 113⅜, and $4000, $4000 and $8500 at 113¾.

Nothing transpired in silver. We quote 108½@109½ for American half dollars and 3½@4 ⅌ cent premium in gold for Mexican dollars.

We have no material variation to report in foreign exchange. The offerings of sterling were smaller, and the sales were confined to about £10,000, including £2000 bill of lading at 124⅛; — at 124¼; £3000 clear at 124½; £300 private bankers' at 125¼, and £2500 bank at 110⅜, gold.

Sterling is quoted at 124¼@124¾ for good to A1 bill of lading and clear, and —@125½ for bank.

Domestic exchange was steady. The banks supplied remitters with sight drafts on New York at ⅜ ⅌ cent premium, and there were sales of $25,000 New York commercial sight at 3-16 premium; $25,000 commercial and $18,000 bank at ¼; and $40,000 bank at 5-16.

Operations in gold checks on New York were confined to trifling sums of bank for remittance at par.

Scarcely anything was done in stocks; 100 and 100 shares Louisiana Levee sold at $9 25, a decline, and 25 Pneumatic Propelling Company (new stock) at $3.

No sound sales of bonds were reported. Dealers bid for the new city tens 90@—, and asked 91@92.

Metropolitan Police warrants were unsettled and quotations nominal. For quotations of State warrants see list annexed.

We hear of nothing doing in city notes.

We quote as follows:

State National Bank	102 00	@ — —
Mechanics and Traders' Bank	37 50	@ 38 00
Canal Bank	115 00	@118 00
Union National Bank	101 00	@102 50
Citizens' Bank	147 00	@150 00
Bank of New Orleans*	41 00	@ 41 50
Southern Bank*	85 00	@ — —
Merchants' Bank	64 00	@ 65 00
Crescent City Bank	— —	@ 19 00
Bank of America*	200 00	@210 00
Germania National Bank*	155 00	@ — —
Louisiana National Bank*	112 00	@113 00
People's bank*	66 00	@ 67 00
Hibernia Bank*	133 00	@136 00
Lafayette Bank	41 00	@ 42 00
Louisiana Savings Bank*	65 00	@ 70 00
Teutonia National Bank†	120 00	@ — —
Union Insurance Company	52 50	@ 60 00
Hope Insurance Company	— —	@ 80 00
Commercial Insurance Company	50 00	@ 54 00
Factors and Traders' Insurance Company	86 00	@ 87 00
Mississippi Valley Navigation Company	175 00	@200 00
Atlantic Insurance Company	45 00	@ — —
Pneumatic Propelling Company	3 00	@ 4 00
Mechanics' and Agricultural Fair Association	17 50	@ 18 50
Louisiana Ice Manufacturing Company	23 00	@ 35 00
Sugar Shed Company	— —	@ 17 00
Loan and Pledge Association	— —	@ 40 00
Calcasieu Sulphur Mining Company	10 50	@ 15 00
Burra Burra Copper Mine	8 00	@ — —
Barbarin Gaslight Company	— —	@ 45 00
Carondelet Canal and Navigation Company	25 00	@ 27 00
Odd Fellows' Hall	1 50	@ 2 00
St. Charles Hotel	7 00	@ 7 50
Opera House Association	— —	@225 00
Polk County Copper Mine	8 00	@ — —
Importers' Bonded Warehouse	— —	@100 00
New Orleans Sanitary and Fertilizing Company	— —	@ 20 00
Mississippi and Mexican Gulf Ship Canal	— —	@250 00
Pontchartrain Railroad	48 00	@ 52 50
Carrollton Railroad	119 00	@120 00
Jackson Railroad	5 00	@ 6 00
New Orleans City Railroad	178 00	@179 00
St. Charles Street Railroad	78 00	@ 80 00
Crescent City Railroad	76 00	@ 79 00
Canal and Claiborne Street Railroad	50 00	@ 53 00
Orleans Railroad	77 00	@ 80 00
Levee Steam Cotton Press	50 00	@ 55 00
New Orleans Gas Company	154 00	@155 00
Louisiana State sixes of 1866	60	@ 62½
Louisiana State sixes of 1870	60	@ 61
Louisiana State sixes, old	68	@ 70
State Penitentiary sevens	—	@ 72
North Louisiana and Texas Railroad, 8 per cent	75	@ 80
State levee sixes	69½	@ 70
State levee eights	85	@ —
Consolidated city bonds, old	72	@ 75
City six per cent bonds to Jackson railroad	71	@ 72
City six per cent bonds to Opelousas railroad	71	@ 72
City six per cent bonds to Pontchartrain railroad	71	@ 72
City five per cents	53	@ 54
City seven per cents (old)	67½	@ 68½
City seven per cents (new)	66	@ 67
City ten per cents	96	@ 97
City Fiscal Agency certificates	90	@ 92
City seven-thirty certificates	90	@ 92
City ten per cent bond certificates	90	@ 92
City ten per cent bonds, issue of 1871	90	@ 92
Jefferson City bonds, old	70	@ 72
Jackson Railroad first mortgage bonds	85	@ 90
Jackson Railroad second mortgage coupon bonds	78	@ 85
Jackson Railroad second mortgage debt bonds	73	@ —
St. Charles Hotel mortgage bonds	95	@ —
Jefferson City Gaslight bonds	55	@ 61
Mississippi Central railroad first mortgage bonds	78	@ 85
Mississippi Central railroad second mortgage bonds	74	@ 80
Canal and Claiborne Street Railroad Company first mortgage bonds	93	@ 90
Opelousas Railroad first mortgage bonds	92	@ 93
State warrants, large	53	@ 55
State warrants, small	55	@ 70

*With dividend.
†Ex dividend.

COMMERCIAL.

FRIDAY EVENING, July 7, 1871.

COTTON—The sales to-day embraced 2100 bales. We make no change in quotations, except in ordinary, which within a day or so past has improved ¼c. We give also the Exchange figures, which are for even running of its types, while ours are for average lists, with the outside rates for strict:

	Average lists.	Exchange figures.
Low ordinary	12½@13½	—
Ordinary	14½@15½	14½
Good ordinary	16½@17	16½
Low middling	18½@18¾	18¾
Middling	20½@20¾	20½
Strict middling	21 @—	—
Good middling	— @—	—

The demand ran mostly in good ordinary and ordinary. Low middling was neglected, and to effect sales of it factors were occasionally compelled to make further concessions. We heard of no sales of middling. Good ordinary sold at 16½c, strict good ordinary at 16¾ and 17c, strict good ordinary to low middling at 17 and 17½c, low middling at 18½c and 18⅜c, strict do at 18⅜, and strict, white and even running at 19c.

Adding 100 bales to Tuesday's report, the sales of the past three days sum up 5350 bales, making a total for the week of 9700, against 6900 last week, and 9600 the week before. Week's receipts 8360 bales, embracing 1982 from other delivery ports and 6378 proper, against 5202 proper last week, and 2643 last year. Receipts proper since August 31, 1,414,873 bales, against 1,132,263 last year. Week's exports, 9903 bales, embracing 2239 to Liverpool; 5865 to Boston; 54 to Providence, and 1745 to New York.

The exchange reports: "Market firm on lower grades, nominal for low middling and middling." Its quotations are raised ½c in ordinary, and ⅛c in good ordinary.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,896
Arrived since last statement	1,428	
Arrived previously	1,482,057	
City baling from samples, etc	20,018	1,503,503
Total		1,524,199
Cleared to-day	3,172	
Cleared previously	1,461,004	
Burnt	669	1,464,845
Stock on hand and on shipboard		59,354
Sock on hand last year		66,534

To-day's exports were to Boston.

Receipts proper since last evening, 900 bales, against 1426 on last Friday, and 173 last year, making an aggregate since Friday evening of 6378 bales, against 6202 for the corresponding time last week, and 2643 last year, and since August 31, of 1,414,873 bales, against 1,132,263 last year.

SUGAR—Received to-day 25 hhds. The demand is good, and 150 hhds were sold to day, taken by dealers, grocers and for Memphis at 9½c for common; 10@10⅛c for fair; 11@11¼c for fully fair; 11½@11¾c for prime; 12c for choice, and 12½c for yellow clarified.

MOLASSES—Only 4 bbls were received this morning. Inferior and poor fermenting is quoted at 15@20c; good plantation reboiled at 30@40c; inferior and thin reboiled 20@30c; city refinery reboiled 30@65c; golden syrup $1 ⅌ gallon.

FLOUR—The market is dull. There is some demand for choice extra, but the lower grades are very much neglected. Superfine is quoted at $4 87½@5; double extra $5 62½@5 75; treble extra $6@6 25; choice treble extra $6 50@7; choice and family extra $7 25@10 ⅌ bbl. The principal sales to-day comprised 1200 bbls, of which 400 treble extra, on private terms; 100 treble extra at $6 40; 200 do at $6 50 and 100 choice extra at $8 75 ⅌ bbl.

CORN—The market is firm with a fair supply and good demand. Six thousand five hundred sacks were sold to-day, of which 200 yellow and 1200 mixed and yellow at 75c; 200 ordinary white at 77c; 750 white at 78c; 1100 do at 78c; 1000 do at 79c; 400 and 500 white at 80c per bushel.

OATS—Are firm with a light supply and fair demand. Eighteen hundred sacks were sold to-day, of which 100 St. Louis, second hand sacks, at 67c; 300 St. Louis at 67c; 100 and 400 do and 600 Galena at 68c ⅌ bushel.

BRAN—Is dull and prices are lower; 200 sacks sold at $1 15; 100 and 200 do at $1 17½ ⅌ 100 lbs.

HAY—Is in light supply, in demand and firm; 133 bales prime Western sold at $28, and 120 choice at $30 ⅌ ton.

PORK—Is dull and prices have declined: 300 bbls mess sold on private terms; 50 and 50 do at $16 37½ ⅌ bbl. Holders are asking $16 50 ⅌ bbl. It is retailing at $17 ⅌ bbl.

BREAKFAST BACON—Is quoted at 10@10½c ⅌ lb; 10 boxes Western sold at 10½c ⅌ lb.

LARD—Is steady. Tierces are quoted at 10½@10¾c; kegs at 11¾@12c ⅌ lb.

DRY SALT MEAT—Shoulders are quoted at 6½c ⅌ lb.

BACON—Is in fair demand. The sales today embrace 100 casks, of which 20 casks shoulders (to arrive) at 8c; 20 do on the spot at 7⅞c; 10 do at 8⅛c; 5 casks clear rib sides at 9½c; 5 and 25 do clear sides at 10⅜c; 18 do at 10½c, and 5 tierces sugar cured hams at 16c ⅌ lb. Shoulders are quoted at 8@8¼c; clear rib sides 9½@9⅝c; clear sides 10½@10⅜c; sugar cured hams 14@15c; choice do 15½@16½c ⅌ lb.

SALT—The demand is active and prices are higher. Dealers sell Liverpool coarse at $1 45 and fine at $1 75 ⅌ sack. When large lots are taken at warehouse a deduction is made for drayage. Table salt in pockets 2¾c, 3½c, 4c and 8c each.

CORN MEAL—The market is bare of supplies and prices are higher; 50 bbls kiln dried sold at $3 75 ⅌ bbl on the levee.

CHEESE—Is in fair supply and moderate demand; choice factory is selling at 12@14c and reserve at 11@12c ⅌ lb.

POULTRY AND EGGS—Chickens are selling on the levee at $8@9 ⅌ dozen for grown and $3@4 50 for young, and turkeys at $24@27 ⅌ dozen. Eggs are very dull at 5@12c ⅌ dozen on the levee.

ESCULENTS—Potatoes are selling on the levee at $3@3 25, onions at $2 25@3, and apples at $2@3 ⅌ bbl; 270 bbls onions sold at $2 40 ⅌ bbl.

WHISKY—Some parties quote a slight advance in prices, while others report the market dull. The former quote 92½@95c ⅌ gallon for Indiana, and 99c@$1 03 for Cincinnati, and the latter 85@90c for Indiana, and 92½@97½c for Cincinnati.

NAVAL STORES—Rosin is in light supply and demand and quoted at $4 50@4 75 ⅌ bbl for pale, $2 50 for No. 1, and $2 for No. 2. Spirits turpentine dull at 45c ⅌ gallon.

RICE—There is no Carolina in the market, and the supply of Louisiana is confined to a few small lots. The latter is jobbing at 9¼c ⅌ lb for prime; 8½c for ordinary, and 7½c for common. India is selling at 7½@7¾c ⅌ lb.

TOBACCO—Since our report of last Friday the demand for Spain, Germany and France has been very active, resulting in sales of 2850 hhds, viz: 122, 4, 3, 10, 76, 984, 85, 8, 8, 46, 11, 22, 1, 94, 28, 65, 231, 137, 845, and 50 hhds, all on private terms. The stock on sale is now reduced to 2500 hhds. Prices are firm with an upward tendency.

FREIGHTS—Both foreign and coastwise continue extremely dull and rates are unchanged. Cotton to Liverpool, ⅝d; to Havre, ¾c, to New York, steam, ¾c. Tobacco to Liverpool and London, 35s; to Havre, $10; to Marseilles and Bremen, 37s 6d @ 40s.

The Boston *Journal of Chemistry* gives the following recipe for a cheap ice chest: Take two dry goods boxes, one of which is enough smaller than the other to leave a space of about three inches all around when it is placed inside. Fill the space between the two with sawdust, packed closely, and cover with a heavy lid made to fit neatly inside the larger box. Insert a small pipe in the bottom of the chest to carry off the water from the melting ice. For family use this has proved quite as serviceable and as economical as more costly rrfeigerators.

There is a preacher in Stockholm, Sweden, Beskow by name, the most popular in the city, who draws immense crowds to listen to him, but who, nevertheless, always preaches the same sermon, presented on each occasion in a different form. He has earned the title of the kaleidoscope clergyman.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY MORNING, July 8, 1871.

WEATHER, BUSINESS, ETC.—Yesterday morning opened up clear and hot, but we had a good breeze, and when we could get a sniff of it, made all feel rather pleasant, toward noon we had a good shower, which rather cooled matters for a while, but the evening closed sultry as ever.

Business on the landing is fully played out, nothing doing either way, loading or discharging, and everybody feels discouraged, and with the hot weather, seem to think that the the dull times have fully developed themselves at last, and nothing more to hope for.

The arrivals were the Lessie Taylor from Opelousas, Southwestern from Shreveport, Texas from Jefferson, and iron steamer John T. Moore from Shreveport.

The departures were the Southwestern for Shreveport, Indiana for Louisville, Frolic for the upper coast, Wade Hampton for Natchez, and Henry Ames and Dexter for St. Louis.

The river is now eight feet below the high-water gauge of 1862.

We notice that the Lulu D has taken her old chimneys down and carried them ashore, and we presume, is going to sport a new pair, and otherwise fix up and look as gay as a lark.

We noticed that the Indiana, for Louisville, was full of passengers, and had as freight 1875 bars railroad steel, for the Louisville and Nashville railroad, which road is being rapidly laid with steel bars instead of the old iron ones. Captain J. Stut Neal was a passenger on the Indiana. We hope soon to see him in command of a fine steamer in the Louisville trade.

By telegram to A. A. Woods, we learn that the Commonwealth passed Memphis on the sixth; will arrive here on Sunday, and leave again for St. Louis on Tuesday, July 11. She is in command of J. S. Sedam, with the affable and obliging J. D. Lehman in the office.

The Dexter went to the iron pile on Thursday evening to take on 4400 bars railroad iron, from thence would go down to the barracks for soldiers, and will leave for St. Louis at five o'clock this evening.

The Southwestern came down from Shreveport with but little cotton, but had a full load of cattle, nearly 600 head.

The iron steamer John T. Moore came in last evening from Shreveport full of cattle, and had a fine trip of passengers besides. She will be found at the wharf this morning ready to receive passengers and freight, to leave this evening, her regular day, at five o'clock.

The Gladiola, Captain H. L. Lee, clerks Groves and Parsons, leaves this evening for Jefferson at five o'clock.

The W. S. Pike, Captain J. J. Brown, clerks Ed Ryland and Charley Brice, leaves this evening, at five o'clock, for Vicksburg and all way points.

FOR SHREVEPORT AND JEFFERSON.—The iron steamer John T. Moore, Captain W. T. Boardman, clerks Walden and Quicksall, will leave positively this evening, at five o'clock, for the above and intermediate ports. We advise all passengers who desire comfort and good fare to go on board the Moore without fail, as she is richly finished in her cabin and staterooms, complete with all the latest improvements, and sets a most sumptuous table. Her officers are gentlemen in every sense of the word, and never get weary attending to the comfort and wants of their passengers.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Saturday, July 8, 1871.

CLEARED YESTERDAY.

Steamship Austin, Twombley, for Indianola via Galveston
Steamship Margaret, Felsher, for Cedar Keys and Key West
Ship Golden Rule, Hall, for Boston
British ship Mozart, Cochran, for Pensacola
Steamer Indiana, Neal, for Memphis

ARRIVED YESTERDAY.

Steamship Hutchinson, Talbot, from Indianola via Galveston, to C A Whitney—1st district 9
Steamship Florida, McC Baker, from Cedar Keys viaFlorida ports, to I K Roberts—1st district 13
French bark Venezolana, Monet, 15 days from Porto Rico, to Chaffraix & Agar—2d district 16
Bark Chalmette, Talbot, from Galveston, dismasted and towed to this port by steamship St. Mary, to master—Point
Ensign bark Chalmette, to Meeker, Knox &co—
Schooner Gertrude Hawes, Smith, 9 days from Ruatan Island, to R Tramontana—2d district P T
Lugger River Queen, Carbon, from Pointe-a-la-Hache, to master—2d district 14

TOWBOATS.

Ocean, Williams, from the Passes—Towed down and to sea, 4th instant, bark India and brig Magna Charta—Brought up bark Venezolana
Heroine, Brown, from the Passes—Towed down and to sea, 6th instant, brig Joven Miguel—Brought up schooner Gertrude Hawes

STEAMBOATS.

Texas, Stinde, from Jefferson.
B L Hodge No 2, Heinn, from Campte.
Southwestern, Lewis, from Shreveport.
Dictator, Winter, from Grand Tower.
John T Moore, Boardman, from Shreveport.
Mary, Carroll, from Mobile.

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship Austin—for Indianola—1000 sks salt 2000 railroad ties
For Galveston—150 tons coal 5000 bricks
BOSTON—Ship Golden Rule—3172 bales cotton 25 pkgs sundries 1761 staves
MEMPHIS—Steamer Indiana—1591 bars railroad iron
CEDAR KEYS VIA FLORIDA PORTS—Steamship Margaret—2164 bbls flour 20 half bbls flour 215 bbls potatoes 3 bbls grits 50 tcs tallow 205 sks bran 100 sks oats 60 sks corn 5 bags coffee 6 pkgsmdse

IMPORTS.

PORTO RICO—Bark Venezolana—445 hhds sugar 1 bbl sugar
POINTE-A-LA-HACHE—Lugger River Queen—81 bbls rice and sundries
MOBILE—Steamer Mary—137 bales cotton and sundries
INDIANOLA VIA GALVESTON—Steamship St. Mary—391 bales cotton and sundries

RECEIPTS OF PRODUCE.

SHREVEPORT—Steamer John T Moore—316 bales cotton 475 head cattle and sundries
JEFFERSON—Steamer Texas—612 bales cotton 211 head cattle and sundries
CAMPTE—Steamer B L Hodge No 2—295 bales of cotton 615 sks cotton seed 5 sks seed cotton and sundries
SHREVEPORT—Steamer Southwestern—335 bales cotton 26 sks cotton seed 568 head cattle and sundries
GRAND TOWER—Steamer Dictator and barges—1300 tons coal 600 tons pig iron

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, July 7—36 bales cotton and sundry produce
MORGAN'S LOUISIANA AND TEXAS RAILROAD, July 7—2 bales cotton and sundries

CONSTABLES' SALES.

Michel Rogers vs. François E. Tissot—No. 5808.

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed by the Hon. John P. Montamat, Third Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, on SATURDAY, July 29, 1871, at 12 o'clock M., at the the Merchants and Auctioneers' Exchange on Royal, between Customhouse and Canal streets, the following described property to wit—

A CERTAIN LOT OF GROUND and improvements, situated in the Second District, bounded by Conti, Dupre, Carondelet walk and White streets, designated as lot No. 13, in square 2 o. 33, as per plan deposited in the office of Selim Magher, notary public; the said lot of ground measures 31 feet 5 inches and 7 lines front on Conti street, by 107 feet 3 inches in depth on the line of lot No. 14, and 31 feet 7 inches and 7 lines in the rear.

Seized in the above suit.
Terms—Cash on the spot.

WILLIAM WEEKS, Constable Third Justice Court.
je28 jy15 29

Lewis Martin vs. One Threshing Machine—Third Justice Court for the parish of Orleans, No. 5922.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Hon. John P. Montamat, Third Justice of the Peace in and for the parish of Orleans, I shall proceed to sell at public auction on TUESDAY, July 18, 1871, at twelve o'clock M., at my warehouse, No. 38 Exchange alley, the following described property, to wit—

ONE THRESHING MACHINE.

Seized in the above entitled and numbered suit, as per inventory deposited at my office.
Terms—Cash on the spot.

WILLIAM WEEKS, Constable Third Justice Court.
jy6 11 16

Maristany & Doll vs. William Murray—Sixth Justice Court for the parish of Orleans, No. 4741.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the honorable the Sixth Justice of the Peace in and for the parish of Orleans, I shall proceed to sell at public auction, at my warerooms, No. 231 St. Andrew street, on SATURDAY, July 8, 1871, at twelve o'clock M.—

TWO MULES AND TWO CARTS.

Seized in the above numbered and entitled suit.
Terms—Cash on the spot in United States treasury notes.

JAMES MOORE, Constable.
je29 jy4 3

SHERIFF'S SALES.

State of Louisiana vs. Mrs. R. M. Colquhoun.

THIRD DISTRICT COURT FOR THE PARISH OF Orleans, No. 13,916.—By virtue of a writ of fieri facias to me directed by the honorable the Third District Court for the parish of Orleans, in the above entitled cause, I will proceed to sell at public auction, at the Merchants and Auctioneers' Exchange, Royal street, between Canal and Customhouse streets, in the Second District of this city, on MONDAY, August 7, 1871, at twelve o'clock M., the following described property, to wit—

A CERTAIN LOT OF GROUND, fronting on St. Joseph street, measuring thirty-four feet by one hundred and sixty feet, in square number two hundred and seventeen, bounded by St. Charles, St. Joseph, Carondelet and Julia streets, in the First District of this city.

Seized in the above suit.
Terms—Cash on the spot.

C. S. SAUVINET, Sheriff of the Parish of Orleans.
jy6 20 au6

State of Louisiana vs. P. Casserly.

THIRD DISTRICT COURT FOR THE PARISH of Orleans, No. 13,023.—By virtue of a writ of fieri facias to me directed by the honorable the Third District Court for the parish of Orleans, in the above entitled cause, I will proceed to sell at public auction, at the Merchants and Auctioneers' Exchange, Royal street, between Canal and Customhouse streets, in the Second District of this city, on MONDAY, August 7, 1871, at twelve o'clock M., the following described property, to wit—

A CERTAIN LOT OF GROUND, situated in the First District of this city, in square No. 498, bounded by Prieur, Gravier, Perdido and Johnson streets, and measuring twenty-nine feet front on Prieur street by one hundred and ten feet in depth.

Seized in the above suit.
Terms—Cash on the spot.

C. S. SAUVINET, Sheriff of the Parish of Orleans.
jy6 25 au6

A. G. Farwell & Co. vs. F. M. Fisk.

FIFTH DISTRICT COURT FOR THE PARISH OF Orleans, No. 1696.—By virtue of an alias writ of fieri facias to me directed by the honorable the Fifth District Court for the parish of Orleans, in the above entitled cause, I will proceed to sell at public auction, on the premises hereinafter designated, on MONDAY, July 17, 1871, at five o'clock P. M., the following described property, to wit—

FIVE COTTON GINS AND A LOT OF SUNDRIES in the store No. 135 New Levee street, in the First District of this city.

Seized in the above suit.
Terms—Cash on the spot.

C. S. SAUVINET, Sheriff of the Parish of Orleans.
jy6 11 16

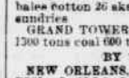
STEAMBOATS.

CAIRO.

NEW ORLEANS, CHICAGO AND THE WEST.

THE ILLINOIS CENTRAL RAILROAD AND

BLUE LINE, VIA CAIRO,



Will Take Freight from New Orleans on first-class steamers, LEAVING DAILY, AT FIVE P. M., FOR

Cairo, Chicago, and All Points North, West and East, at the Lowest Rates.

All rates and all through bills of lading from New Orleans by above route given, signed and recognized only at the General Office of the Company, No. 36 Carondelet street.

Shippers by this route save all drayage and transfer charges at Cairo, and their goods are always under cover, and no charges are made for forwarding.

JAMES T. TUCKER, General Agent.
ja14

STEAMBOATS.

RED RIVER.

Boardman's New Orleans and Red River Iron Line.

Leaves EVERY SATURDAY, at 5 P. M.

For Jefferson, Shreveport, Loggy Bayou, Grand Bayou, Blair's Landing, Grand Ecore, Campte, St. Maurice, Mouth of Cane River, Cotile, Alexandria, Norman's, Barbin's, and all way landings on Red river—The new, superb passenger steamer

JOHN T. MOORE.

W. T. BOARDMAN, Master; LOWD WALDEN, Clerk; Will leave as above. For freight or passage, apply on board or to

SINNOTT & ADAMS, 11 Commercial place.
N. O. DONOHUE, 110 Gravier street.
J. E. CARLIN, 4 Tchoupitoulas street.

P. S.—Insurance on freight by the John T. Moore is one-half the rates of that on wooden bottoms in Red river. jy7Th Fr 18a

GRAND ISLE.

For Grand Isle.

Leaves every TUESDAY and SATURDAY at 8 A. M., commencing SATURDAY, June 3.

The swift passenger steamer **SAN NICOLAS,** GUS RICHARDS, Master; W. CULBERSON, Clerk; Will leave from the head of Harvey's Canal, making two trips a week for the month of June for the above Watering Place, returning every Monday and Thursday. The San Nicolas will make three trips a week from the first of July.

Fare, $2 50 each way. je24 1m*

ST. LOUIS.

St. Louis and New Orleans and Merchants Southern Line Packet Companies.

FOR CAIRO AND ST. LOUIS.

Illinois Central Railroad Packets.

For St. Louis, Cairo, Memphis, Helena, mouth of White river, Greenville, Vicksburg and the Bends—The fine passenger steamers of this line will leave as follows, viz:

DEXTER,
Jones, master; SATURDAY, July 8, at 5 P. M.

COMMONWEALTH,
Sedam, master; TUESDAY, July 11, at 5 P. M.

RICHMOND,
Green, master; TUESDAY, July 18, at 5 P. M.

JAMES HOWARD,
Pegram, master; THURSDAY, July 20, at 5 P. M.

JOHN KYLE,
Kenniston, master; SATURDAY, July 22, at 5 P. M.

Giving through bills of lading to all points on the Memphis and Charleston railroad, Nashville and Northwestern railroad, and Memphis and Ohio railroad.

Through Tickets furnished at the lowest rates to all points East, West and North, by all the various routes via Memphis, Cairo and St. Louis.

Staterooms secured at General Office, No. 164 Common street.

A. A. WOODS, General Agent, No. 164 Common street.
C. G. WAYNE, Freight Agent, No. 37 Natchez street.
JOHN N. BOFINGER, President.

Bills of lading for all freights over the Illinois Central railroad signed at the office of JAMES T. TUCKER, No. 26 Carondelet street.
jy8

STEAMSHIPS.

THE CROMWELL LINE.

For New York Direct.

This Line is composed of the Steamships

GEORGE WASHINGTON, CORTES,
GEORGE CROMWELL ST. LOUIS.

The Steamship

CORTES,

WHITMAN, Commander.

SUNDAY, July 9, at 8 A. M.

Will leave her wharf, foot of Toulouse street, as above.

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.
au28

FOR NEW YORK.

MERCHANTS STEAMSHIP LINE.

Comprising the first-class steamships

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

SAIL