[CONTINUED FROM FIRST PAGE.]

resolved to put down the Cuban insurrection, regardless of the sacrifice of life and money.

LIVERPOOL, July 27.—Sales of the week 78,000 bales, of which 8000 were for export and 15,000 for speculation. Stock 699,000 bales, of which 380,000 are American. Receipts of the week 96,000, of which 29,000 were American. Actual export 6000 bales.

Narrow Gauge Passenger Railways.

A writer in an engineer journal advocates the construction of narrow gauge roads, to accommodate persons who reside not more than twenty miles from the city, on the score of cheapness of construction and operating, as well as safety. He says: "The cars proposed are to be a compromise between the horse and rail cars. They are to carry the passengers seated as now in the long cars, on seats for two at the side of the car, with a middle passage and end doors. With seats two and a half feet apart a car will carry forty passengers, if made twenty-five feet long. These cars are to be set on axles with as wide a base as the curvature of the road will permit, with but little overhang at the ends, and should be fastened together by spring couplers, so as to have the train move as one mass. In other respects they would be modeled like the horse cars. These weigh about two tons, and carry safely more than twice the number they can seat. By allowing a ton additional for the framing and bracing of the proposed car, it would then weigh three tons for forty persons.

Assuming now that three hundred persons are to be carried, five cars and their load will weigh thirty tons. The engine for such a weight may be lightened, and not exceed ten tons. It should be made to run either end foremost, so as to make no delay at either end of the route by going on a turntable, but merely switch off, and back to its place—at the head of the train in the direction of the next run. Requiring but little fuel and water for its light load, the tank can be put on the engine frame near the ground. A train made up in this manner will have great stability, the water and the passengers being about two feet nearer to the ground than at present. The total weight will be forty tons, with power and adhesion sufficient to stop and start quickly, and it will move steadily, since the cars are bound tightly together, and they also have a low centre of gravity. Starting from the city with two hundred persons, and leaving part of the load at every station, will give that number as the average through twenty miles. The actual cost of carrying one passenger twenty miles will be 34.10 cents for train expenses. This is rather less than the rate at which it is stated that cheap passenger trains are now run ten miles out of London, which is given at twenty-five cents per week, or four and a half cents for twenty miles.

Jackson Railroad Extension.

The Koscinsko (Mississippi) *Chronicle* says:

We feel justified in saying that the extension of the New Orleans, Jackson and Great Northern railroad, from Canton north, is a fixed fact. The work will be commenced at an early day, in fact the agent, Captain Sanders, is now actively engaged in completing the right of way, and contracting for crossties and the cleaning off of the track. We have the utmost confidence in the ability and integrity of McComb & Co. to carry out their part of the contract to the very letter; and we feel, too, from recent developments, that our people, now that they understand what is expected of them by the company, will do their whole duty. At a meeting of the citizens of our town we recognized an energy and enthusiasm that was commendable—that they were ready and willing to do all in their power to advance the interest of the road.

As there seemed to be some opposition in portions of the county to the proposition to tax the county, that has been suspended, and the effort is now being made to raise $50,000, by subscription to the capital stock. The friends of the tax have accepted the proposition, and are going forward unitedly with the one object, the early completion of the road through to Aberdeen. There are subscription lists being circulated, which are meeting with such encouragement as to lead us to believe that the amount can be easily raised.

Let our people come forward, and take all the stock that they are able to pay, and let us insure the road to Kosciusko by July next. All the money subscribed is to be applied to the payment of the $7500 per mile, required by the charter north of this place. It is a duty the people south owe those north of Kosciusko, to aid them in raising this sum. Let all go to work energetically, and we feel confident that by the first of August we will have the pleasure of announcing that the stipulated sum has been raised, and that the work will immediately commence and be speedily completed. Persons can pay their stock by labor, cross-ties, bridge timber, etc. We say hurrah for the railroad.

Little Men as Heroes.

The London correspondent of the Newark *Advertiser* writes: "It is a curious study for physiologists to observe with what inequality nature deals out her material in the manufacture of heroes. The majority of great reformers are remarkably little men. Louis Blanc is of diminutive figure, Victor Hugo insignificant in appearance, Rochefort slight and delicate and below the middle height, and Veermeesch—the terrible Veermeesch—Pere Duchesne was often mistaken for a girl in boy's clothes. It is wonderful to reflect that but a short time ago Veermeesch was the leader of fashion in Paris—never wearing the same gloves twice, picking his way over the asphalte in the daintiest of Riel boots, and never designing to appear even at the office of his journal before his hair had been duly curled and anointed by the hair-dresser."

The Alexandria *Gazette* says:

We have learned that Major P. F. Keary, of Bayou Bœuf, is dead, having died one day the past week. We have known the major for many years, and always found him to be a gentleman in the truest sense of the word. He came to this parish from the State of Mississippi may years since, and we believe he was the brother-in-law of Jefferson Davis, late president of the (so-called) Southern Confederacy. Major Keary was a good man, and his loss will be severely felt by many of his old friends in Rapides, as well as in the State from which he came.

The Monroe *Intelligencer* says:

We had the pleasure of an introduction yesterday to Colonel C. Smith, who has been sent here by the government at the head of a party of engineers and surveyors, to make a thorough survey of the Ouachita river, with a view of giving us navigation during the entire year. The survey will commence at Trinity and work up stream. Colonel Smith is very anxious to obtain all possible information on this subject, in order to enable him to make his report as full as possible.

The Monroe *Intelligencer* says:

Our accounts of the crops are very unfavorable for corn, but good for cotton. There will not be a sufficient quantity of corn made in this section to last until another crop, and hard times are in prospect, unless we should have a good crop of cotton, bringing excellent prices; both of which contingencies are very doubtful.

A dispatch says:

The suit of James B. Gathright, of the Morgan Side Saddle-tree vs. John H. Brand, proprietor of the Kentucky Side Saddle-tree, which has occupied the United States Circuit Court for a month, has been decided by Judge Ballard for plaintiff, and $500 damages awarded. This is a very important decision to saddlers, as the same patent right is being infringed in many other parts of the country.

At one of the early dinners in honor of the Joint High Commission, Judge Hoar, alluding to the unfriendliness of England for our cause during the war, marveled that the British people could give their sympathies against the free side. "But it was not the intelligent opinion that favored the South," said Professor Bernard; "eminently cultivated people in England sympathized with the North." "Well," retorted the Judge, quietly, "I am almost quoting your own speeches and writings." Whereupon the subject was suddenly dropped.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, FRIDAY EVENING, July 28, 1871.

We have no material change to report in the money market proper. On the street A1 notes with unquestionable collaterals are quoted at 8 per cent per annum; good do and short A1 business paper without collaterals 8@10; good and second grade business paper without collaterals at 12@18; A1 long do at 10@12, and mortgage notes at 9@— for A1 and 10@12 for good and second grade.

We notice the Crescent City Railroad Company declared a dividend of three dollars per share, yesterday, payable on and after the fourth proximo.

Gold opened at 112⅛@112⅜ (against 112 at New York), and closed at the opening rates in both markets. The sales included $9000 at 12⅛; $5000 and $50,000, the latter by the government, at 112¼; $1500 and $4000 at 112⅜, and $4000 and $14,000 at 112½.

The sales of silver were confined to trifling lots by dealers. Mexican dollars have declined materially, owing to a falling off in rates at New York, and are now quoted at 2¾@3¼ per cent premium in gold. American silver halves rule at 107½@108½.

Foreign exchange was inactive and lower, the market giving way ¼ per cent under the decline in gold and bills at New York. The sales of sterling embraced £9000, including £1500 bill of lading at 122⅜; £2500 at 122½; £2000 private bankers' at 123⅜, and £3000 bank at 123¾. Yesterday, not reported, 100,000 commercial francs sold at 4.63¾, and to-day 46,000 at —. We now quote sterling at 122¼@123¾ for good to A1 bill of lading and clear, and 123½@123¾ for bank.

Domestic exchange continues steady and rates unchanged. The banks drew on New York at ⅜ per cent premium for remittance, and the sales included $20,000 and $20,000 New York commercial sight at ¼ premium and $25,000 and $40,000 bank at 9-32.

A small remittance business is doing in New York gold checks by some of the banks at par.

In stocks 100 shares Louisiana Levee sold at $12 50; 50 Ammonia Propelling Company at —, and 100 Pneumatic Propelling Company, new stock, at $1 50. Yesterday, not reported, 20 Germania National Bank were sold at $155 and 20 at $156 50.

Fourteen hundred dollars new city 10 ⅌ cent bonds changed hands at 92¼, and 500 new city sevens at 67.

Nothing transpired in warrants, for quotations of which see list annexed.

A small amount of city appropriation certificates sold at 85.

City treasury notes are quoted nominal at 20@25 ⅌ cent discount.

We quote as follows:

State National Bank†	100 00	@101 00
Mechanics and Traders' Bank	34 50	@ 35 00
Canal Bank	115 00	@117 00
Union National Bank*	104 50	@105 50
Citizens' Bank	149 00	@150 00
Bank of New Orleans†	39 50	@ 40 00
Southern Bank†	— —	@ 85 00
Merchants' Bank	64 00	@ 65 00
Bank of America†	199 00	@195 00
Germania National Bank†	155 00	@156 00
Louisiana National Bank†	110 00	@111 00
People's Bank†	63 00	@ 65 00
Hibernia Bank†	130 00	@132 00
Lafayette Bank	— —	@ 42 50
Louisiana Savings Bank†	65 00	@ 70 00
Teutonia National Bank†	120 00	@ — —
Union Insurance Company	50 00	@ 52 00
Hope Insurance Company	— —	@ 80 00
Commercial Insurance Company	50 00	@ 54 00
Factors and Traders' Insurance Company	89 00	@ 90 00
Crescent City Slaughterhouse	26 00	@ 27 00
Mississippi Valley Navigation Company	— —	@ 1 50
Atlantic Insurance Company	45 00	@ — —
Pneumatic Propelling Company	4 00	@ 4 50
Mechanics' and Agricultural Fair Association	18 00	@ 20 00
Louisiana Ice Manufacturing Company	35 00	@ 38 00
Louisiana State Lottery Company	65 00	@ 66 00
Sugar Shed Company	18 00	@ 20 00
Loan and Pledge Association	— —	@ 40 00
Calcasieu Sulphur Mining Company	10 50	@ 15 00
Burra Burra Copper Mine	8 00	@ — —
Barbarin Gaslight Company	35 00	@ 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	240 00	@255 00
Pontchartrain Railroad	48 00	@ 52 50
Carrollton Railroad†	115 00	@116 00
Jackson Railroad	5 00	@ 6 00
New Orleans City Railroad*	— —	@179 00
St. Charles Street Railroad	73 00	@ 75 00
Canal and Claiborne Street Railroad	50 00	@ 53 00
Orleans Railroad†	80 00	@ — —
Levee Steam Cotton Press	50 00	@ 55 00
New Orleans Gas Company†	147 00	@150 00
Louisiana State sixes of 1866	60	@ 62½
Louisiana State sixes of 1870	58	@ 61
Louisiana State sixes, old	65	@ 68
State Penitentiary sevens	—	@ 72
North Louisiana and Texas Railroad, 8 per cent	75	@ 80
State levee sixes	70	@ 72
State levee eights	84	@ 88
Consolidated city bonds, old†	72	@ 73
City six per cent railroad bonds‡	71	@ 72
City five per cents	53	@ 54
City seven per cents (old)	67	@ 69
City seven per cents (new)	67	@ 67½
City ten per cents	96	@ 98
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	92	@ 92½
Jefferson City bonds, old‡	70	@ 72
Jackson Railroad first mortgage bonds‡	84	@ 85
Jackson Railroad second mortgage coupon bonds	76	@ 85
Jackson Railroad second mortgage debt bonds	73	@ —
St. Charles Hotel mortgage bonds	86	@ —
Jefferson City Gaslight bonds	53	@ 56
Mississippi Central railroad first mortgage bonds	80	@ 85
Mississippi Central railroad second mortgage bonds	74	@ 80
Canal and Claiborne Street Railroad Company first mortgage bonds	88	@ 90
Opelousas Railroad first mortgage bonds	92	@ 93
State warrants, large	55	@ 57
State warrants, small	58	@ 70

*With dividend. †Ex dividend. ‡Ex coupon.

COMMERCIAL.

FRIDAY EVENING, July 28, 1871.

COTTON—The sales to-day embraced 1600 bales at firm prices for ordinary, but easier for other grades, especially strict good ordinary, which closed ¼ lower. We modify our quotations accordingly, and 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	13 @14	—
Ordinary	14⅛@15⅛	15
Good ordinary	16 @16½	16½
Low middling	17⅞@18⅛	18
Middling	— @—	—
Strict middling	— @—	—
Good middling	— @—	—

The market opened with a pretty fair inquiry, but the New York and Liverpool telegrams being discouraging, buyers claimed some concessions, which, in some cases, factors were compelled to admit. Strict good ordinary, for example, which could not have been bought yesterday under 16¾c, sold at 16½c. Low middling and middling are so much neglected that several holders have been compelled to ship to New York. A good style of low ordinary sold to-day at 13½c, strict good ordinary at 16½c and 16⅜c, strict good ordinary to low middling, approximating the latter at 17c and barely low middling at 17½c. The 3:35 P. M. telegram from New York, reporting a decline of ¼c, had a depressing influence toward the close.

Adding 100 bales to Wednesday's report and 50 to yesterday's, the sales for the past three days sum up 5250 bales, making a total for the week of 8700, against 7200 last week and 9200 the week before. Week's receipts 4998 bales, embracing 480 from other delivery ports and 4518 proper, against 4558 proper last week, and 1468 last year. Receipts proper since August 31, 1,430,414 bales, against 1,137,619 last year. Week's exports 7080 bales, embracing 3641 to Liverpool, 32 to Rouen, 2975 to New York, and 432 to Philadelphia.

The Exchange reports: "Market dull; no material change in prices. The lower grades scarce."

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,696
Arrived since last statement	1,482	
Arrived previously	1,500,632	
City baling from samples, etc	19,583—	1,521,697
Total		1,542,393
Cleared to-day	none	
Cleared previously	1,495,453	
Burnt	669—	1,496,122
Stock on hand and on shipboard		46,271
Stock on hand last year		46,511

Receipts proper since last evening 1278 bales, against 1076 on last Friday and 307 last year, making an aggregate since Friday evening of 4518 bales, against 4558 last week, and 1468 last year, and since August 31, of 1,430,414 bales, against 1,137,619 last year.

SUGAR—Received to-day, 59 hhds. The demand is good and about 100 hhds were sold to the trade at 9¾c for common. 10¾c for fair, not refilled; 10½@10¾c for fair, 12c for fully fair to prime, and 12c for yellow clarified.

MOLASSES—Received to-day 31 bbls. Plantation fermenting is quoted at 15@35c, plantation reboiled 30@40c ⅌ gallon. City refinery reboiled is selling at 30@65c, and golden syrup at 90c@$1 ⅌ gallon.

FLOUR—Is in very light supply, and the demand is active for the trade and for export. About 1800 bbls were sold to-day, of which 50 superfine at $5 25; 100 double extra at $6 25; 144 on its merits at $6 50; 100 treble extra at $7; 85 and 300 choice extra at $7 50; 150 do at $7 75; 50 do at $8; 100 do at $8 37½, and 50 do at $8 75 ⅌ bbl. Yesterday, not reported, 150, 200, 250, 300 and 400 bbls, together 1300 bbls treble and choice extra, were purchased for export on private terms.

CORN—Is in fair demand. The sales to-day embrace 5500 sacks, of which 200 yellow mixed and 200 mixed at 72½c; 100 mixed and 600 yellow mixed at 73c; 500 yellow at 73½c; 150 yellow at 74c; 800 white at 77c, and 1000 and 1200 do at 78c ⅌ bushel.

OATS—Are firmer, with a fair supply and demand; 600 sacks new St. Louis sold at 66c, and 100 Galena at 67c ⅌ bushel.

BRAN—Is in fair supply and demand; 1600 sacks sold to-day, of which 500 at 96½c; 300 and 400 at 97½c; 150 at $1, and 200 patent sacks at $1 ⅌ 100 lbs.

HAY—The market is almost bare. Prime commands $30; choice $32 ⅌ ton.

PORK—The market is extremely dull and is without animation. Mess is quoted nominally at $15 50@15 75 ⅌ bbl. It is retailing at $16@16 50 ⅌ bbl.

BACON—Is in good demand, but at lower rates. 17 casks of shoulders sold on the spot at 7½c; 48 do clear sides at 9¾c; 16 do at 9⅞; and 15 tierces sugar-cured hams at 16½c ⅌ lb. Shoulders are quoted at 7½@7¾c; clear rib sides 9⅞; clear sides 9¾@9⅞c; sugar-cured hams 14@15c; choice do 15½@17c ⅌ lb. 20 casks clear sides sold, to arrive, at 9¾c.

LARD—The market is quiet but firm, with a light stock on hand. Tierces are quoted at 10¾@11c; kegs 11½@11¾c ⅌ lb.

BREAKFAST BACON—The market is steady at 10¼@10½c ⅌ lb.

DRY SALT MEAT—Is scarce and firm. Shoulders are quoted at 6¾@7c ⅌ lb.

RICE—Louisiana is in light supply and demand and jobbing at 9¼@9½c for prime; 8½@9c for ordinary, and 8c for common; 70 sacks India sold at 7½c ⅌ lb.

WHISKY—The market is firm, with a light stock on hand; 50 bbls choice Cincinnati sold at $1 05; 40 Indiana at 92c; 150 do on private terms; 147 bbls highwines sold on private terms.

CORN MEAL—Continues scarce and in demand; 100 bbls kiln-dried sold on the levee at $4 ⅌ bbl. From store it commands $4 25.

ESCULENTS—Potatoes are selling on the levee at $4@5 ⅌ bbl; onions at $4@5, and apples at $2@3 ⅌ bbl.

POULTRY AND EGGS—Chickens sell on the levee at $7@8 ⅌ dozen for old, and $3@4 for young. Eggs are firm at 15@20c.

BUTTER—Supply ample; demand moderate; choice Goshen sells at 32@34c, and good to choice Western 29@23c ⅌ lb. Inferior grades nominal.

FREIGHTS—The demand for room for foreign ports continues on a small scale, though firm for this season of the year. The supply of tonnage in port is ample, but masters are not inclined to accept anything lower than present rates, in view of the proximity of the next season. The Liverpool rate is ½d, both steam and sail, and the nominal quotation for Havre is 1c. Coastwise the steamers are asking ¾c, and getting fair cargoes.

BAGGING—Is quiet and firm. Dealers sell India at 18½@19c ⅌ yard in rolls, and 19½@20c in bales; domestic jute at 21½@22c, and hemp and flax at 21½@22c ⅌ yard.

TOBACCO—Since our report of Tuesday the demand has been small, and the sales are confined to 60 hhds in lots, all on private terms. The market is very firm, and an advance in prices materially will no doubt soon be established. For the present, however, previous quotations are given.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY MORNING, July 29, 1871.

WEATHER, BUSINESS, ETC.—The weather yesterday morning was still cool and pleasant, but toward noon it became hot and sultry, and heavy clouds commenced lowering, and finally ended in a heavy shower which, for the time being, cooled the air somewhat, but toward evening it became very hot and close again.

Business on the levee was principally confined to the discharge of the Indiana, from Louisville, Dexter, Natchez and Yeager, from St. Louis, and the C. H. Durfee from Jefferson. The loading steamers seemed to be receiving but very little, although there is no scarcity of freight, but held for low rates.

We can note no material change in the river marks from yesterday.

Rates of freight to Shreveport and Jefferson are again both held at full new card rates, and the boats are determined to hold firmly to that price or nothing. To Ouachita river, held at old card rates of the Red river trade. To St. Louis, fifteen cents per 100 pounds for sugar, and railroad iron $3 50 per ton of 2240 pounds. There seems to be no scarcity of freight to ship, but it is held at such low rates that the boats do not seem to want it, as it will hardly pay for the handling of it.

There seems to be a great complaint among the boatmen in regard to the paying of their freight bills, and that consignees are constantly demanding imaginary damages, etc., and some of the boats talk of demanding the payment of their freight bills before the freight leaves the levee. We are informed that the H. S. Turner on her last trip pursued that course, and everything was settled satisfactory and amicably to all concerned.

The arrivals yesterday were the W. S. Pike, from Vicksburg; Natchez, from St. Louis; Lessie Taylor, from Opelousas, and Garry Owen, from Camden.

The departures were the Frolic, for the upper coast; Bart Able, for Lobdell's Store, and Wade Hampton, for Natchez.

We are indebted to our young friend C. W. Drown, of the Durfee, for a file of papers.

[Telegram.]

MEMPHIS, July 28, 1871.

To A. A. Woods:

Only twenty inches water to Fort Smith. Do not sign for freight above Little Rock.

J. D. DARDEN,
Secretary Memphis and Arkansas Packet Company.

The Natchez arrived yesterday from St. Louis, with a good trip, and as this trip concludes her summer schedule, she will lay up for a rest and thorough repair, to be ready for the fall business in the Vicksburg trade.

The Henry C. Yeager, on account of the rain not being able to get her cargo discharged, has deferred her departure until this evening at five o'clock, for St. Louis.

The Indiana, having such an immense cargo that it was impossible to get it all discharged yesterday, has also laid over till this evening, at five o'clock, for Louisville.

The M. J. Wicks and Carrie V. Kuntz left St. Louis July 27 for this port.

The City of Quincy passed Memphis Thursday, July 27, for this place, and will be in time to return on her advertised time for St. Louis.

The C. H. Durfee arrived Thursday evening from Jefferson with a fine trip; a portion of her cargo was 628 bales of the stable and 305 head of cattle.

The Shreveport *Southwestern* of July 23 says:

The river declined three inches at this point for the twenty-four hours ending at six o'clock yesterday evening, and was, at that time, seventeen feet one inch below the highest water mark of this year.

From the officers of the Tidal Wave—which boat arrived yesterday from Jefferson—we learn that the bayou is still falling. They also report three and a half feet of water on Albany Flats, and three feet in the new cut-off below Jefferson. The Lulu D. and C. H. Durfee were at that port when the Wave departed.

Business on the levee yesterday was only tolerable in the forenoon. In the afternoon the Carrie Converse came in from New Orleans and began to discharge a portion of her cargo. We had only one boat at the wharf at dark—Fleta.

FOR CAIRO AND ST. LOUIS.—The Dexter, Captain J. H. Jones, Clerk Owen G. Cates, leaves this evening at 5 o'clock for Cairo, St. Louis and all way points. The Dexter is one of the finest and fastest passengers on the Mississippi river. Her cabin and staterooms are complete in all respects, and equal to a first class hotel. Her table is supplied with the best the market affords, and her officers are noted for their uniform kindness and attention to the wants and comfort of their guests.

FOR ST. LOUIS AND CAIRO.—The Henry C. Yeager, Captain J. C. Van Hook, Clerk James Mellon, leaves at 5 o'clock this evening for St. Louis and all way landings. Her cabin is not actually gorgeous, but the officers will make all who travel with them comfortable and happy.

FOR OPELOUSAS—This evening the favorite Opelousas packet, the Lessie Taylor, leaves at 5 o'clock for Washington and all way landings and plantations. Captain M. Kennison is to command, with J. Jobin in the office, and that is a sufficient guarantee that all who may travel on the Lessie will receive the most polite and kind attention.

FOR JEFFERSON—The regular alternate Saturday packet, the C. H. Durfee, Captain J. A. Aiken, Clerk C. W. Drown, leaves this evening at 5 o'clock for Shreveport and Jefferson. The Durfee being very light draft will go through to Jefferson without fail. Her accommodations are first-class in every respect, and the officers are polite and attentive.

FOR LOUISVILLE.—Captain R. E. Neal backs out his favorite Louisville packet Indiana this evening at five o'clock, for all points on the Ohio river as far as the falls. The Indiana being light draught, will go through without any detention, and passengers will find that her accommodations are the best in the trade. Charles Miller will be found in the office, and, with his usual amiability of manner, will give you a nice, cool room.

FOR SHREVEPORT.—The D. L. Tally, Captain W. C. Harrison, Clerks Ed. F. Spearing and James Parsons, will leave at 5 P. M. for Shreveport and all way landings. The Tally is one of the best boats in the trade, and her officers will give passengers every attention.

A writer on school discipline says: "Without a liberal use of the rod it is impossible to make boys smart."

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Saturday, July 29, 1871.

CLEARED YESTERDAY.

Bark Topeka, Olsen, for Havana.
Schooner R B Locke, Montgemery, for Ruatan Island.

ARRIVED YESTERDAY.

Steamship Florida, McC Baker, from Havana via Florida ports, to I K Roberts—1st district 13
Steamship Hutchinson, Talbot, from Indianola via Galveston, to C A Whitney—1st district 9
Bark Maggie McNeill, Smith, 9 days from Matanzas to master—1st district 19
Schooner Fancy, Neilson, 8 days from Ruatan Island, to master—2d district P T

TOWBOATS.

Republic, Lumberd, from the Passes—Towed down and to sea, 28th instant, ship China—Brought up bark Maggie McNeil and schooner Fancy.

STEAMBOATS.

Colossal, Reily, from Arkansas river.
Lessie Taylor, Kenison, from Jefferson.
Louise, Hopkins, from Mobile.
C H Durfee, Aiken, from Jefferson.
Natchez, Leathers, from St Louis.
Garry Owen, Celles, from Newport.

EXPORTS.

HAVANA—Bark Topeka—790 bbls flour 50 tcs lard 15 tcs hams 3360 sks corn 1312 sks oats 720 sks bran and sundries
RUATAN ISLAND—Schooner R B Locke—3 bales tobacco 7 bbls pork 1 bbl beef 25 bbls flour 40 pags sundries

IMPORTS.

MATANZAS—Bark Maggie McNeil—696 hxs sugar 539 hhds sugar
RUATAN ISLAND—Schooner Fancy—100 pineapples 400 bunches bananas 20,000 plantains 10,000 cocoanuts 2 bbls limes
INDIANOLA VIA GALVESTON—Steamship Hutchinson—203 bales cotton 344 head cattle $4000 in specie and sundries
MOBILE—Steamer Louise—400 bbls lime 22 bags wool and sundries

RECEIPTS OF PRODUCE.

WASHINGTON—Steamer Lessie Taylor—24 bales cotton 200 head sheep and sundry produce
NEWPORT—Steamer Garry Owen—66 bales cotton and sundries
JEFFERSON—Steamer C H Durfee—627 bales cotton 304 head cattle and sundries
ST LOUIS—Steamer Natchez—17 bales cotton 13 hhds tobacco 2759 sks corn 934 sks oats 300 sks bran 1177 bbls flour and sundry produce
ARKANSAS RIVER—Steamer Colossal—156 bales cotton 5 hhds tobacco and sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, July 28—97 bales cotton and sundry produce
MORGAN'S LOUISIANA AND TEXAS RAILROAD, 1 bale new cotton 3 sks seed cotton 60 hhds sugar 50 sks cotton seed 20 bbls molasses $15,750 in specie and sundries

CONSTABLES' SALES.

G. de Feriet vs. Mr. and Mrs. Charles Janvry—Third Justice Court for the parish of Orleans, No. 3625.

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 TUESDAY, August 8, 1871, at 12 M., at my warehouse, No. 85 Bienville street, the following described property, to wit—
ONE LOT OF FURNITURE.
ONE LOT OF FINE OIL PAINTINGS.
Seized in the above entitled and numbered suit, as per inventory deposited at my office.
Terms—Cash on the spot.
WILLIAM WEEKS,
jy26 and 28 Constable Third Justice of the Peace.

Joseph Martin Alva vs. Mr. and Mrs. Williams Johns—Third Justice Court for the parish of Orleans, No. 6127.

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, August 5, 1871, at 12 M., at my warehouse, No. 38 Exchange alley, the following property, to wit—
ONE LOT FURNITURE.
Seized in the above entitled and numbered suit, as per inventory deposited at my office.
Terms—Cash on the spot.
WILLIAM WEEKS,
je25 and 5 Constable Third Justice Court.

Michel Rogers vs. François E. Tissot—No. 5566.

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 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 No. 33, as per plan deposited in the office of Selim Magner, 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,
je28 jy15 29 Constable Third Justice Court.

Moffet & Brown vs. Paul Laning—Third Justice Court for the parish of Orleans, No. 6067.

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 M., at my warehouse, No. 85 Bienville street, the following described property, to wit—
10 BRASS VALVES.
3 GAUGE COCKS.
4 Barrels of SIGNAL OIL.
2 Empty CANS.
Seized in the above entitled and numbered suit, per inventory deposited at my office.
Terms—Cash on the spot.
WILLIAM WEEKS,
jy19 25 29 Constable Third Justice Court.

U. G. Fuhrer vs. R. Fleming—Second Justice Court for the Parish of Orleans No. 12,554.

BY VIRTUE OF A WRIT OF FIERI FACIAS TO me directed by the Hon. W. L. Evans, Second Justice of the Peace in and for the parish of Orleans, I will proceed to sell at public auction, on TUESDAY, August 1, 1871, at twelve o'clock M., at No. 246 Girod street—
One LOT OF HOUSEHOLD FURNITURE and EFFECTS, as per inventory on file in my office.
Seized in the above cause.
Terms—Cash on the spot.
jy21 26 au1 A. J. DAVERN, Constable.

Bertrand Pichet vs. Josephine Garcia—Third Justice Court for the parish of Orleans, No. 6110.

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 MONDAY, July 31, 1871, at twelve o'clock M. at my warehouse, No. 38 Exchange alley, the following described property, to wit—
ONE LOT OF FURNITURE.
Seized in the above entitled and numbered suit, as per inventory deposited at my office.
Terms—Cash on the spot.
WILLIAM WEEKS,
jy19 25 30 Constable Third Justice Court.

STEAMBOATS.

ST. LOUIS.

Merchants' Southern Line for Cairo and St. Louis.

Leaves on SATURDAY, July 29, at 5 P. M.

The superior passenger and freight steamer,

HENRY C. YAEGER,

J. C. VAN HOOK, Master; JAMES MELLON, Clerk;
Will leave as above. For freight or passage apply on board, or to
STEVENSON & VERLANDER,
jy23 No. 135 Gravier street.

Merchants' Southern Line—Illinois Central Railroad Packet.

Leaves WEDNESDAY, August 2, at 5 P. M.

For Cairo and St. Louis—
The passenger steamer
CITY OF QUINCY,

JUDD WEST, Master; WALTER E. DILL, Clerk;
Will leave as above. For freight or passage apply on board, or to
STEVENSON & VERLANDER,
jy27 5t Agents, No. 135 Gravier street.

Merchants' Southern Line for Cairo and St. Louis.

Leaves on MONDAY, July 31, at 5 P. M.

The fine passenger steamer—
HENRY AMES.

J. W. JACOBS, Master; CHARLES A. POMEROY, Clerk
Will leave as above. For freight or passage apply on board or to
STEVENSON & VERLANDER,
jy26 4t No. 135 Gravier street.

St. Louis and New Orleans Packet Company.

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 29, 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. 104 Common street.
A. A. WOODS, General Agent,
No. 104 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,
jy8 No. 26 Carondelet street.

LOUISVILLE.

Regular Louisville, Evansville and Ohio River Packet.

Leaves SATURDAY, July 29, at 5 P. M.

For Louisville, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis, Helena Mouth of White river, Greenville, Vicksburg and all intermediate points—The splendid passenger steamer
INDIANA,

R. E. NEAL, Master, CHARLES MILLER, Clerk.
Will leave as above. For freight or passage apply on board, or to
SINNOTT & ADAMS, 11 Commercial Place.
C. G. WAYNE, 37 Natchez street.
A plan of her cabin can be seen and state rooms engaged at the office of Sinnott & Adams.
jy28 4t

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. 26 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,
jal4 General Agent.

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 passen