# New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

THE DAILY REPUBLICAN is published every day (Mondays excepted) at No 34 Camp street. Terms: $16 a year; $8 for six months; $4 for three months—payable invariably in advance. Single copies ten cents.

**Rates of Advertising:**

| Spaces. | 1 mo. | 2 mos. | 3 mos. | 6 mos. | 12 mos. |
|---|---|---|---|---|---|
| One | $12 net | $22 net | $30 net | $50 net | $75 net |
| Two | 22 .. | 38 .. | 50 .. | 80 .. | 125 .. |
| Three | 30 .. | 53 .. | 70 .. | 110 .. | 175 .. |
| Four | 38 .. | 67 .. | 90 .. | 140 .. | 225 .. |
| Five | 46 .. | 80 .. | 105 .. | 170 .. | 275 .. |
| Six | 54 .. | 93 .. | 120 .. | 200 .. | 325 .. |
| Seven | 60 .. | 105 .. | 135 .. | 230 .. | 375 .. |
| Eight | 65 .. | 115 .. | 150 .. | 260 .. | 430 .. |
| Nine | 70 .. | 125 .. | 165 .. | 290 .. | 460 .. |
| Ten | 75 .. | 135 .. | 180 .. | 320 .. | 500 .. |
| Eleven | 80 .. | 145 .. | 195 .. | 350 .. | 540 .. |
| Twelve | 85 .. | 155 .. | 210 .. | 380 .. | 580 .. |
| Thirteen | 90 .. | 165 .. | 220 .. | 410 .. | 620 .. |
| Fourteen | 95 .. | 175 .. | 230 .. | 450 .. | 660 .. |
| Fifteen | 100 .. | 185 .. | 240 .. | 480 .. | 700 .. |
| Thirty | 175 .. | 330 .. | 480 .. | 750 .. | 1200 .. |

Monthly advertisements, inserted every other day, to be charged two-thirds of the above rates.

Second page monthly advertisements, each square, $20 per month.

Transient advertisements, having the run of the paper, first insertion $1 50 per square; each subsequent insertion seventy-five cents per square.

Second page transient advertisements, each insertion $1 50 per square.

Advertisements inserted at intervals to be charged as new each insertion.

Regular advertisers, who advertise largely, will be allowed such discount from above named transient rates as may be agreed upon; provided, that in no case shall such discount exceed twenty-five per cent.

All business notices of advertisements to be charged twenty cents per line each insertion.

THE WEEKLY REPUBLICAN is published every Saturday morning, and contains the news by telegraph, miscellaneous reading, editorials, local matters of general public interest, commercial and monetary reports, and everything that appears in the Daily, except such items as are of little or no public moment. The WEEKLY REPUBLICAN is an excellent family paper, valuable as well for instruction and amusement as information on the current topics of the day.

**Terms of Subscription.**

One year, $5; six months, $2 50.

**Advertisements.**

Transient advertisements same terms as in the Daily. Monthly advertisements inserted for one-fourth of the daily rates.

A liberal commission allowed to those who send us clubs of five or more.


# Monetary--Commercial.

## MONETARY.

OFFICE OF THE DAILY REPUBLICAN, SATURDAY EVENING, August 12, 1871.

The money market continues without any quotable change. The street rates are still 8@— ⅌ cent ⅌ annum for A1 notes with unquestionable collaterals; 8@10 for good do and A1 short business paper without collaterals; 12@18 for good and second grade business paper without collaterals; 10@12 for A1 long do and 9@— for A1 mortgage notes, and 10@12 for good and second grade.

Gold opened at 111¾@112 (against 112¼ at New York) and closed at the same, (against 112⅜). The market was very dull, with little or no demand either on speculation or for the Customhouse. The sales included $15,000 at 111⅞; $2000 at 112 and $7000 at 112⅛.

Nothing appeared to be doing in silver. It is quoted nominal at 107@108 for American half dollars and 2½@3 per cent premium in gold for Mexican dollars.

There was more doing in foreign exchange, but the aggregate sales were not large, and the rates showed no quotable variations. The transactions in sterling embraced £18,000, including £2000 A1 clear at 122⅛, £500 and £2000 at 122¼, £11,000 at 122@122¼, and £2500 bank at 123. Sterling may be quoted at 121⅞@122¼ and 122⅜ for good to A1 bill of lading and clear, and 122¾@123 for bank.

The offerings of domestic exchange were more liberal, and the market ruled a shade lower. The banks drew on New York for remittance at ¼@⅜ per cent premium, and the sales included $10,000 and $13,000 New York commercial sight at par, and $14,000 commercial, and $25,000, $25,000, $25,000, $25,000, $25,000 and $50,000 bank at ⅛ per cent premium. Gold checks on New York were more in request and commanded higher rates; $25,000 bank brought ⅜ per cent premium.

In stocks 5 and 5 shares People's Bank sold at $65, and 50, 70, 81 and 275 Pneumatic Propelling Company at $7, an advance of about $1 50 per share since the close yesterday. One hundred Levee stock was offered at $10 50 per share at one time during the day and found no buyer, the market closing firm at that rate, however.

Nothing was reported in bonds; $22,000 State warrants changed hands at 57.

City treasury notes are quoted nominal at 30@35 ⅌ cent discount.

## COMMERCIAL.

SATURDAY EVENING, August 12, 1871.

COTTON—The sales to-day embraced 1000 bales, at about yesterday's rates. We accordingly repeat our quotations 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 | 12½@13½ | — |
| Ordinary | 14¾@15 | 14¾ |
| Good ordinary | 15¾@16¾ | 16 |
| Low middling | 16½@17 | 17 |

There was rather more inquiry, and notwithstanding unfavorable accounts from New York and Liverpool, prices were pretty well maintained. Ordinary sold at 13¾ and 14c, indicating some concessions; strict ordinary at 15c, a full style of same at 15¼c, and a good style of low middling at 16⅜c.

The Exchange reports: "Decline ¼c on low middling, and market for other grades unchanged."

COTTON STATEMENT.

| | | |
|---|---|---|
| Stock on hand September 1, 1870—bales | | 20,686 |
| Arrived since last statement | 341 | |
| Arrived previously | 1,510,686 | |
| City baling from samples, etc | 19,583 | 1,530,610 |
| Total | | 1,551,366 |
| Cleared to-day | 1,654 | |
| Cleared previously | 1,515,147 | |
| Burnt | 669 | 1,517,470 |
| Stock on hand and on shipboard | | 33,936 |
| Stock on hand last year | | 33,471 |

To-day's exports were to New York. Receipts proper since last evening, none, against 413 on last Saturday, and 150 last year, making a total proper since August 31 of 1,437,682 bales against 1,139,582 last year.

SUGAR—There were no receipts to-day. A lot of 80 hhds yellow clarified sold in the shed on private terms. It is quoted at 12⅛@12¼ ⅌ lb.

MOLASSES—There were no receipts and the market is without any movement.

FLOUR—Double extra is scarce. Other grades are in supply, but the demand for them is limited and the market is dull. About 1000 barrels were sold to-day, of which 100 and 100 treble extra at $6 75; 50 do at $6 90; 90 choice extra at $7 50; 150 do at $8; 100 choice extra at $8 25; 200 do at $8 37½ ⅌ bbl.

CORN—Is in fair supply and moderate demand; 4500 sacks were sold to-day, of which 700 yellow at 67c; 150 yellow; 400 yellow mixed, and 1500 white mixed at 68c, and 600 white at 70c ⅌ bushel.

OATS—Are in good supply and fair demand; 1000 sacks were sold to-day, of which 50 Ohio river at 48c; 150 and 270 new at 50c; 200 do at 52c; and 50 old Galena at 57c ⅌ bushel.

BRAN—Is in light supply and rather firmer; 100 sacks sold at $1 05 and 100 at $1 10 ⅌ 100 lbs.

HAY—Is still scarce and firm; 60 bales prime, old, sold at $33 and 50 choice new at $35 ⅌ ton.

PORK—We note a speculative demand to-day, and one party came forward and purchased 1500 bbls mess, of which 200 and 500 bbls at $14, and 300 and 500 bbls at $14 25 ⅌ bbl.

DRY SALT MEAT—Is dull, and can not be quoted better than 5⅝c for shoulders. Six casks shoulders sold at 5½c ⅌ lb.

BACON—We note a little feeling, although there is not much demand. Shoulders are quoted at 7c; clear rib sides 8¼@8⅜c; clear sides 8¾c ⅌ lb. Ten casks shoulders sold at 7c, and 15 tierces choice sugar-cured hams at 15½c ⅌ lb. Sugar-cured hams are quoted at 10@14c for ordinary, and 15@16½c for choice.

LARD—Is without movement worthy of note. Tierces are quoted at 15¼@15½c; kegs 11¼@11½c ⅌ lb.

BREAKFAST BACON—Is dull at 10@10½c ⅌ lb.

CORN MEAL—Continues dull at $3 50 ⅌ bbl. Seventy-five bbls resold from store at $3 65 ⅌ bbl.

SALT—In moderate demand. Dealers sell Liverpool at $1 40 ⅌ sack for coarse, and $1 75 for fine. When large lots are taken at warehouse by boats a deduction is made for drayage.

BUTTER—Continues very dull. Good Western sells at 18@20c, and common Northern at 20@25c ⅌ lb. No choice Goshen here.

CHEESE—Is in good supply and dull. Western factory 11@11½c, and 12c, and reserve 10@10½c ⅌ lb.

FREIGHTS—There is scarcely anything doing, but rates are steady and firm to foreign ports. Liverpool ½d; continent 1c. The New York steam rate is ¼c, and there is no demand for room at that.

**Weekly Coffee Statement.**

Messrs. Lonsdale, Marks & Co. send us their weekly coffee statement:

| | Bags. |
|---|---|
| Imports from Rio de Janeiro from July 1, 1870, to July 1, 1871 | 203,945 |
| Stock in first hands | 3,654 |
| Sales— | |
| Ex J. Simonsen, to close cargo, private terms | 1,109 |
| Stock made up as follows— | |
| C. Cavaroc & Son | 2,654 |
| G. L. Laughland | 1,000 |
| Total | 3,654 |

Market—We quote—

| | |
|---|---|
| Prime, gold duty paid | 15⅛@15¾ |
| Good, gold duty paid | 15 @15¼ |
| Fair, gold duty paid | 14½@14¾ |
| Ordinary, gold duty paid | — @— |

REMARKS—Demand moderate, prices firm.

**Weekly Quotations of Hides, Etc.**

Messrs. Hay & Mehle report the following transactions for the week. Their quotations represent actual sales at first hands. Expenses taken out, weighing, bundling, drayage and commission have to be added:

| | | |
|---|---|---|
| Steer hides, city slaughter, over 85 lbs, ⅌ lb | — @ | 9 |
| Steer hides, city slaughter, 70 to 84 lbs, ⅌ lb | — @ | 9¾ |
| Steer hides, city slaughter, under 70 lbs, ⅌ lb | — @ | 9¾ |
| Cow hides, city slaughter, as they run, ⅌ lb | — @ | 9¾ |
| Kips, city slaughter, 20 to 24 lbs, ⅌ lb | — @ | 13 |
| Kips, city slaughter, 25 to 30 lbs, ⅌ lb | — @ | 12 |
| Calf skins, each | 75 @$1 | 00 |
| Country hides, flint, 20 to 25 lbs, ⅌ lb | — @ | 16 |
| Country hides, flint, damaged, half price | — @ | — |
| Beeswax, prime yellow, ⅌ lb | — @ | 30 |
| Ox horns, each | — @ | 5 |
| Tallow, ⅌ lb | — @ | 9½ |

We have to report a better feeling in green city hides, but prices remain unchanged. Kips are accumulating, and dull.

# River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, SUNDAY MORNING, August 13, 1871.

WEATHER, BUSINESS, ETC.—Nothwithstanding the heavy rains we had on Friday afternoon, that night was one of the closest and hottest we have had this summer, and everybody was complaining of having passed a sleepless night on account of the close, sultry heat, and yesterday morning opened up the same, and continued so during the day.

Business on the levee was not as active yesterday as is usual on Saturdays, and some of the boats went out with rather light trips; the only boat particularly discernable as being well patronized was the Grand Ecore packet Rapides.

The river is about at a stand, and the marks have not changed since our last report.

The freight tariffs all remain as per our last quotation; but we predict that on Monday the Red river rates will all be at par, if not at a premium.

The arrivals yesterday were the St. John from Baton Rouge, Mary Alice and barges from St. Louis, Flicker from Lafourche, Frolic from Donaldsonville, C. H. Durfee from Jefferson.

The departures were the Belle Ida for Lower Coast, St. John for Baton Rouge, W. S. Pike for Vicksburg, Rapides for Grand Ecore, Flicker for Lafourche, Jennie Howell for Camden, Tidal Wave for Jefferson, Glencoe and Mary Alice and barges for St. Louis.

The Frolic went over to Algiers last evening, where she will remain and take a quiet rest until business assumes somewhat a better appearance than at present.

Our wharf presents a miserable appearance after such constant rains as we have had lately, the boats cannot hardly find enough dry and clear places to put out their freight, without fear of damaging it, and now is the time, if our city fathers intend to do anything with it, to prepare for the fall business. The accumulation of filth and mud on it is truly awful to behold, and steamboatmen tremble at the thought of being compelled to put freight on it.

The Tidal Wave left for Jefferson last evening with a pretty fair trip.

Captain C. W. Stinde, of the steamer Texas, left last evening by the Jackson railroad for Madison, Indiana, where he will remain and superintend the repairs and alterations now making on his boat by Messrs. J. R. Stuart & Co.

The Indiana left Cairo on August 11 for this port with a very large cargo.

The iron steamer John T. Moore, Susie Silver and Commonwealth all arrived at Cairo in safety on August 11.

The City of Alton passed Memphis on August 11, bound for this port.

The Henry Ames left St. Louis for this port on August 11.

The C. H. Durfee arrived yesterday noon from Jefferson with a good trip. She had a great deal of trouble coming out, and found the river getting rather troublesome to navigate. Thanks to C. W. Droun, clerk, for late papers.

The following is the memoranda of the steamer C. H. Durfee:

Left Shreveport Tuesday, August 8, at 2 A. M.; found three feet at Dixie bar; pulled seventeen hours; found three feet and a half at Rosa bar, pulled four hours; found three feet at O K bar; pulled three hours; found three feet six inches at Swilley's. River falling four inches in twenty-four hours at Shreveport. Bayou falling at Jefferson, with twenty-four inches at the Gate Post in Soda Lake. River shoal and troublesome all the way up.

The Cincinnati *Times* of August 9 says:

Captain J. W. Rusk, of the H. S. Turner, is in the city. He left the Turner hard aground on French Island bar awaiting a rise. She lies straight and easy, with about seventy-five tons freight on board, a part of which will be reshipped. The time of her inactivity will be employed by giving a coat of paint and otherwise renovating her.

Captain Joseph T. Lloyd, an old steamboatman, and late commander of the Commonwealth, contemplates going into the steamboat business again. Since last fall he has been farming back of St. Louis.

FOR CAIRO AND ST. LOUIS.—The fine passenger steamer Rubicon, J. J. Noel, master, will leave for Cairo, St. Louis, and all way landings, on Monday, August 14, at five o'clock. John W. Bird, the attentive clerk, will be found in the office, and wait on all who may have business with him, with a smile peculiar to himself.

FOR SHREVEPORT AND JEFFERSON.—The splendid passenger steamer, C. H. Durfee, Captain S. A. Aiken, Clerk C. W. Drown, will leave for Shreveport, Jefferson, and all way landings on Red River, on Tuesday, August 15, at five o'clock.

A new telegraph pole has recently been patented, which combines useful and ornamental properties, and is also cheap. This pole is made of galvanized iron tubes, which can be packed one within the other like a telescope, and therefore can be transported to distant points with great ease and at a moderate cost. For a pole standing fifteen feet out of the ground, the first section is three inches in diameter, the second section two inches and a half, and the third section one inch and a quarter. The iron pole, with insulating arms, it is stated, always insures a perfect current of electricity, and its substitution in place of the present unsightly wooden poles is recommended.

The sale of two thousand shares of common stock and one thousand shares of preferred stock of the Orange and Alexandria railroad, and $5000 of dividend scrip of the same road, owned by the corporation of Alexandria, Virginia, did not take place as advertised, as there was not a single bidder.

## THOMPSON AND SCOTT.

**The Kings of the Pennsylvania Central.**

[Gath in Chicago Tribune.]

Mr. J. Edgar Thompson is an engineer, and a native Philadelphian, who constructed a part of the Pennsylvania road, and was then put in charge of a railroad in Georgia. He looks like an Episcopal bishop, wears a white necktie, and is a robust and rather handsome specimen of the railway Turveydrop. Silence and thinking are his specialities, and he is never known to appear in the "ring" of change or politics. Like Scott, he is an attendant upon the Episcopalian church.

It is related of Thompson that, during Pierce's administration, he called at the office of the postmaster general to suggest a comprehensive plan of carrying the mails through the South, and he was at that time a Georgia railroad man. His card contained the name "Mr. J. E. Thompson." The servant in the ante room reported that the postmaster general was too busy to see the gentleman with the unknown name. The same thing happened every day for nearly a week, and finally the postmaster general began to be haunted by the spectre of a very respectable person in his ante room, wearing a white neck-tie, and never uttering a word. This respectable effigy seemed to be perfectly contented with his treatment, and merely hung on. At last the functionary said:

"Show that man in here. Let me see what is the matter with him."

The respectable man in a white necktie entered, and remained three hours in council with the Postmaster General. The latter came bowing him out, in the end, and said:

"Watkins, why didn't you show that gentleman in before; don't you know a great man when you see him?"

"Why," said Watkins, "that was only the Mr. Thompson who left his card every day for a week."

Thompson is still the same cautious, patient, undemonstrative being. He was elected president of the road about sixteen years ago, being taken up as a respectable compromise by the enemies of W. C. Patterson, his predecessor. After an exciting canvass, he was elected by a close vote, and in his term the railway had grown from a small affair with a single track to be the most ambitious, perhaps the most powerful railway corporation on the globe.

Many people allege that Thompson, outdazzled by his terrible lieutenant, Scott, never interferes with Scott's plans, but is content to be served by one greater than himself. This, if true, would be real greatness. Others say that Thompson is the statesman of the office, and Scott his executive. Thompson seldom attends to any piece of detail, and when he accords an interview to anybody, merely listens. A brilliant lighting up of the eye is his sole token of response to any sentiment or suggestion. A story is told in Philadelphia that an Englishman, who wished to see Mr. Thompson on important railway business, was advised by a wag not to be loquacious, but to let Thompson do all the talking. Said this wag:

"There is nothing so repulsive to Thompson as a man who says much. He wants to occupy the whole field himself, and he is the most brilliant conversationalist in the United States."

The Englishman, therefore, presented his letter of introduction to Mr. Thompson, and said no further word. Mr. Thompson read it and merely bowed. After three minutes of perfect silence, the Englishman remarked that it was a fine day. Mr. Thompson assented that it was a desirable day. The Englishman sat serenely a few minutes, and again remarked it was to be hoped to-morrow would be as agreeable as the day which preceded it. Mr. Thompson fervently joined in this supplication. For five minutes more they regarded each other with courteous countenances, but otherwise held peace.

"What did you think of Thompson?" asked the wag, as his friend descended.

"Appears to be an idiot."

"What, Mr. Thompson, was your notion of our English friend?"

"I should judge he was a trappist."

SCOTT AT WORK.

Quite differently does Mr. Scott disport himself. Go into his room at Third and Willing's alley at twelve o'clock and you will see him handing letters to half a dozen secretaries, breaking their seals while he eats his lunch, and answering every letter the minute he reads it.

"No!"—to the first secretary, pointing with his forefinger.

"Yes!"—to the second (chewing a piece of cheese.)

"Your offer is accepted!"—to a third.

"I do not entertain your proposition!"—to a fourth.

And instantly, confidently, making up his mind and dispatching work, this man, now past the middle age, flourishes the baton of the great railway.

Scott is a speculator as well as a shipper. He is rich, but not extravagantly so, with, perhaps, two millions. There are several men of nearly exact wealth in the railway, but the richest are among the directors and great stockholders. There is Master Morris, for example, a grave old Quaker manufacturer, wearing the traditional garb, and with a face cut out of silver, keen and severe; in such still, acute men of capital you see the basis of this railroad.

The Pennsylvania railway managers are not men of commanding genius or personality. The mediocrity of the commonwealth embraces them, and the allegation that Thomas Scott is the ablest man in Pennsylvania might be true, and yet no great compliment. They work together, and regard the road as greater than themselves. They are cheerful men, amazed at their own success, conscious of it, and earnest to grasp all the clues to future supremacy for it. The corporation is abler than the State, and probably despises the State in its politics and low grade of public spirit. All the work of the Pennsylvania road is well done; its track is in the best condition, and it has fewer accidents than any great line in this country.

A man in Chicago committed suicide because his divorced wife was about to marry another man.

It is stated that a young woman in a Missouri college has beaten all the male students in the mastery of the Greek language. Just as if one tongue wasn't enough for a woman.

A Boston physician says that four young girls, full of intelligence and promise, have been killed outright by the severity of the tasks imposed upon them in a high school in that vicinity.

Official statistics just completed show that for the fiscal year ending June 30, 1870, the value of wheat and wheat flour exported from the United States was $57,429,800, of which $9,998,922 was from the Pacific coast.

The story circulating in Democratic quarters that the stamp account of Secretary Boutwell for the time he was Commissioner of Internal Revenue, has not been settled, and that there was a deficit, is without the least foundation.

A linnet which escaped from a cage in New Bedford, about a year ago, recently returned and began feeding its mate through the bars. It soon became so tame that it allowed itself to be again caged, and appears to be happy in confinement.

The first bale of new cotton received in Cincinnati was sold on 'change to Messrs. Taylor & Brothers for thirty-three cents per pound. It was grown by Jeffro Atkinson, of Washington county, Texas, and was consigned to Samuel Davis Jr. & Co., of Cincinnati.

Charles F. Briggs, who was once a partner of Edgar Allen Poe in the editorials of the *Broadway Journal*, and who, some thirty years ago, wrote the novel of "Harry Franco," is now a successful operator in Wall street. He speaks severely of poor Poe, but eulogizes Commodore Vanderbilt.

## TIME OF ARRIVAL AND CLOSING OF THE MAILS.

| | CLOSE. | DUE. |
|---|---|---|
| By New Orleans, Jackson and Great Northern Railroad—Canton, Memphis, St. Louis, Cincinnati, Louisville, New York, Washington, Baltimore, Boston, Nashville, Eastern States and foreign mails, California and all the Territories (daily, except Sunday) | 4:30 A. M. | 11:00 A. M. |
| On Sundays | 10:30 A. M. | — |
| By New Orleans, Jackson and Great Northern Railroad—Way mail, New Orleans, Jackson and Great Northern Railroad, Mississippi Central Railroad, Tennessee, Kentucky, Northern Louisiana, St. Louis, Cincinnati, California, Territories, Chicago and New York via Louisville (Sunday excepted) | 4:30 P. M. | 10:30 P. M. |
| By New Orleans, Mobile and Texas Railroad—Lake Coast, Mobile, Alabama, Georgia, Florida, North and South Carolina, Mobile and Ohio Railroad, way mail | 10:30 A. M. | 4:30 P. M. |
| Sundays | 7:30 A. M. | 8:45 P. M. |
| By New Orleans, Mobile and Texas Railroad—Mobile only (except Sunday) | 5:00 P. M. | 10:30 P. M. |
| By Morgan's Louisiana and Texas Railroad—Way mail for the parishes of Terrebonne, Assumption, St. Mary, St. Martin, Iberia, Calcasieu, Cameron, Lafayette, Lafourche, St. Landry and Vermilion (except Sunday) | 6:45 A. M. | 5:45 P. M. |
| By Morgan's Louisiana and Texas Railroad—Southern and Middle Texas—Arrives Monday, Tuesday, Thursday and Saturday. Closes Sunday, Tuesday, Thursday and Saturday | 6:45 A. M. | 12:30 P. M. |
| By Red River steamers—Parishes of Bossier, Caddo, DeSoto, Grant, Natchitoches, Rapides, Sabine and Winn—also counties of Texas, Nacogdoches, Angelena, Shelby, Sabine, Bowie, Davis Harrison, Henderson, Hopkins, Hunt, Lamar, Marion, Panola, Red river, Rusk, San Augustine, Smith, Titus, Upshur, Van Zandt and Wood—Tuesday, Thursday and Saturday, tri-weekly | 6:45 P. M. | 10:30 P. M. |
| By Vicksburg steamers—Donaldsonville, Plaquemine, Baton Rouge, St. Francisville, Avoyelles parish, and all postoffices between St. Francisville and Vicksburg, semi-weekly. Close Tuesday, Thursday and Saturday. Due Monday, Wednesday and Friday | 4:00 P. M. | 6:00 A. M. |
| By St. Francisville steamers—All postoffices between New Orleans and St. Francisville—semi-weekly. Closes Monday and Friday. Due Monday and Thursday | 4:00 P. M. | 6:00 A. M. |
| By Lake steamers—St. Tammany parish — semi-weekly. Closes Monday and Thursday. Due Tuesday and Friday | 9:00 A. M. | 11:30 A. M. |
| By Lower Coast steamer—Plaquemine parish — semi-weekly. Closes Monday and Thursday. Due Wednesday and Saturday | 9:00 A. M. | 9:00 A. M. |
| By Messenger — Carrollton, Louisiana—daily, except Sunday | 9:00 A. M. | 4:00 P. M. |
| By Messenger—Algiers, Louisiana—daily | 9:00 A. M. | 10:00 A. M. |

Commencing July 26, the Shreveport and Northeastern Texas mails will be dispatched daily per New Orleans, Jackson and Great Northern Railroad, instead by the river, as heretofore.

Notice of closing of foreign mails will be given the public per bulletin board at the Postoffice.

C. W. LOWELL, Postmaster.

# Marine Intelligence.

OFFICE OF THE REPUBLICAN, Sunday, August 13, 1871.

CLEARED YESTERDAY.

Steamship Gen Meade, Sampson, for New York
Steamship Victor, Gates, for New York
Steamship George Cromwell, Clapp, for New York
Brig Dos de Mayo, Ala, for Vera Cruz
Schooner Edward Thomas, Bayly, for Pensacola

ARRIVED YESTERDAY.

Steamship Juniata, Hoxie, from Philadelphia 5th instant, to Wm Coverly—2d district
Steamship Margaret, McC Baker, from Havana via Florida ports, previously reported at Quarantine, to I K Roberts—1st district 13
Schooner Louise Wilkeston, Estifal, 10 days from Havana, to Chadwick & Agar—Previously reported at Quarantine—2d district
Schooner J G Whipple, Goodspeed, 8 days from Utilla, to K Morgan &co—2d district P T

TOWBOATS.

Gladiator, Sturtevant, from the Passes—Went down light—Brought up schooners J G Whipple and Louise Wilkeston

STEAMBOATS.

C H Durfee, Aiken, from Jefferson.
Frolic, Reynaud, from Lafourche.
Beaufort, Jeanfreau, from Lower Coast.
St John, Greathouse, Baton Rouge.
Flicker, Aucoin, from Lafourche.
Mary, Carroll, from Mobile.

BELOW COMING UP.

Brig Hope, Monterollo, 11 days from Havana, to Puig Bros—
Schooner Salvador, Simpson, 90 days from Belize, to M Fayro—

EXPORTS.

NEW YORK—Steamship General Meade—215 bales cotton 76 bales moss 125 bales paper stock 200 hhds tobacco 1003 sks cotton seed 40 bbls oil 30 bags wool 60 tons pig iron

NEW YORK—Steamship Victor—899 bales cotton 65 hhds tobacco 29 hhds bones 1100 empty barrels 2 pkgs mdse

NEW YORK—Steamship George Cromwell—540 bales cotton 19 bales hops 77 bales moss 717 hdls hides 30 bbls oil 199 hhds tobacco $2000 in specie

VERA CRUZ—Brig Dos de Mayo—500 sks rice 4520 pcs lumber

PENSACOLA—Schooner Edward Thomas—99 bbls flour 6 bbls potatoes 3 bbls onions 7 bbls pork 794 sks corn 3 bags coffee 15 sks oats 5 sks bran 236 sheets iron 189 pkgs sundries

IMPORTS.

INDIANOLA VIA GALVESTON—Steamship W G Hewes—113 bales cotton and sundries

MOBILE—Steamer Mary—226 bales cotton 15 bbls turpentine and sundries

PHILADELPHIA — Steamship Juniata — Assrtd mdse

UTILLA—Schooner J G Whipple—53,200 plantains 465 bunches bananas 5410 cocoanuts

RECEIPTS OF PRODUCE.

JEFFERSON—Steamer C H Durfee—691 bales cotton 290 head cattle and sundries

DONALDSONVILLE—Steamer Frolic—Sundries

LOWER COAST—Steamer Beaufort—64 bbls rice and sundries

BATON ROUGE—Steamer St John—8500 staves 1 bbl molasses and sundries

LAFOURCHE—Steamer Flicker—Sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, August 12—73 bales cotton and sundry produce

MORGAN'S LOUISIANA AND TEXAS RAILROAD, August 12—10 bdls hides 15 hides 3 bales moss 10 half bales moss 2 bbls rice 123 head cattle and sundries

# IN BANKRUPTCY.

**ESTATE OF DANIEL FRAZER.**

OFFICE OF THE UNITED STATES MARSHAL, District of Louisiana, New Orleans, July 29, 1871.

THIS IS TO GIVE NOTICE THAT ON THE twenty-fifth day of July, A. D. 1871, a warrant in bankruptcy was issued against the estate of Daniel Frazer, of New Orleans, in the parish of Orleans and State of Louisiana, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt, to him or for his use, and the transfer of any property by him, are forbidden by law; that a meeting of the creditors of said bankrupt, to prove their debts and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at New Orleans, at the office of D. Augustin, Register, No. 126 Exchange alley, on the fourteenth day of August, A. D. 1871, at twelve o'clock A. M.

S. B. PACKARD, United States Marshal, District of Louisiana.

jy30 au14

# FOR SALE.

SAW MILL SITES.—CAPITALISTS AND lumber merchants can secure the best saw mill sites in the South, at the intersection of the New Orleans, Mobile and Texas railroad with Pearl river, by applying to the undersigned. The location is at the mouth of Pearl river, and saw mills would have splendid water communication with all markets on the gulf; a chance to run side tracks for railroad cars into the mill, and a never-ceasing supply of cypress and yellow pine logs by Pearl river and its tributaries.

Also—Sites for ship yards, shingle factories, wood yards, sash and blind factories, etc. A better opportunity for a substantial investment may not soon offer.

Titles perfect and fully guaranteed. Taxation in Hancock county is very light—about two and a quarter per cent on a nominal assessment.

Gazette office, Bay St. Louis, Mississippi; Or apply to C. M. SELPH, At E. J. Hart & Co.'s, No. 77 Tchoupitoulas street.

an3

# CONSTABLES' SALES.

**Hugh Smith vs. John Lendon—First Justice Court, No. 1553.**

BY VIRTUE OF A WRIT OF FIERI FACIAS, TO me directed by the Hon. H. M. Dibble, First Justice of the Peace, in and for the parish of Orleans, I will proceed to sell at public auction, at P. Halpin's stables, St. Joseph, between Magazine and Foucher street, on MONDAY, August 14, 1871, at ten o'clock A. M.—

One bay HORSE and HARNESS.

Seized in the above suit.

Terms—Cash in United States treasury notes.

aug 8 13 DANIEL CROWLEY, Constable.


# MISCELLANEOUS.

**PELICAN FERTILIZER.**

THE NEW ORLEANS SANITARY AND FERTILIZING COMPANY,

**No. 12 Union Street, Up Stairs,**

Have now ready for delivery their superior FERTILIZING COMPOUND, in quantities to suit purchasers. Certificates from well-known citizens characterize it as superior to Peruvian Guano, while it is sold at less than half the price, and has no disagreeable odor. Send for Circular.

Price of our Pelican No. 1 ..... $50 per ton
Price of our Pelican No. 2 ..... $45 per ton

Terms—Cash, or approved city acceptance, payable December 1, 1871.

Also, EARTH CLOSETS and COMMODES for sale. Samples to be seen and orders taken at the office.

feb5 1y

**C. S. HUNT & CO.,**

MACHINERY DEPOT,

**No. 185 Gravier Street, New Orleans.**

Manufacturers' Agents for

E. CARVER COMPANY'S CELEBRATED COTTON GINS AND LINTERS.

F AKE'S STEAM PUMPS,

Of all kinds.

Boston Machine Company's Engines; Portable and Stationary Boilers; the Baxter Portable Engines; Schaffer & Budenberg Steam Gauges; Coffin's Steam, Water and Gas Valves, Hydrants and Water Metres; Sturtevant's Pressure and Fan Blowers, Exhaust and Dryer Fans; Berryman's Automatic Boiler Feed Regulator and Low Water Alarm; Drake's, Evart's and Low's Automatic and Hand Feed Shingle Machines; Clark's Linen Hose, Hose Pipes, Couplings, etc.; New York Tap and Die Company's Screw Plates, Taps, Dies, Reamers, etc.; United States Standard Nut Company's Finished and Unfinished Nuts and Bolts; J. W. Mixter & Co.'s Saw Gummers, Upsets and Mill Picks; Selden's Steam Packing; Plymouth Mills Rivets; the Eagle Vise.

Plantation, Draining, Cotton, Iron, Wood-working and all kinds of Machinery, Belting, Shafting and Pulleys, on hand, or will be furnished at short notice, at Manufacturers' Prices.

ja28 8a Su Tuly

**S. M. PETTENGILL & CO., 37 PARK** Row, New York, and GEORGE P. ROWELL & CO., 40 Park Row, New York, are the agents for the New Orleans Republican in that city, and are authorized to contract for inserting advertisements for us at our lowest cash rates. Advertisers in that city are requested to leave their favors with either of the above houses. oc23

# ATTORNEYS AT LAW.

**D. AUGUSTIN,**

REGISTER IN BANKRUPTCY, ATTORNEY AND COUNSELOR AT LAW,

126.....Exchange Place.....126

NEW ORLEANS.

As Register of the Bankruptcy of the Bank of Louisiana, he will receive proofs of debt every day at his office. je25 2m*

**JAMES H. VEAZIE,**

ATTORNEY AT LAW,

Will practice his profession in Concordia and adjoining parishes. He will also act as commissioner and conveyancer. Office in Newcomb building Natchez. my30 3m d & w

**HAWKINS & THARP,**

(J. HAWKINS—ISAIAH THARP.)

ATTORNEYS AND COUNSELORS AT LAW,

19.....Commercial Place.....19

NEW ORLEANS.

Prompt attention given to business in the State and United States Courts a13

**T. A. BARTLETTE,**

ATTORNEY AND COUNSELOR AT LAW,

142.....Gravier street.....142

(Up stairs),

je18 1y NEW ORLEANS.

# EDUCATIONAL.

THE NEW ORLEANS MILITARY HIGH SCHOOL,

188.....Race Street.....188

(Between Coliseum and Camp),

Conducted by T. B. EDWARDS and SAM. H. LEWIS graduates of the Louisiana Military University;

Will prepare pupils to enter the Sophomore or Junior Class of the Louisiana State Military University, or any other college in the United States. An Elementary Department is attached. Discipline military, with daily drill. no2 3m

**STRAIGHT UNIVERSITY,**

NEW ORLEANS, LOUISIANA.

This University received its charter June 25, 1869, "with the power to confer all such degrees and honors as are conferred by universities in the United States of America."

It is modeled after the best colleges of our country, and its immunities are free to all.

Its first catalogue shows that nearly nine hundred students have been in attendance, and present indications are that the next one will show an equal number.

All necessary expenses are moderate, and deserving, indigent students can have pecuniary aid.

The University is situated in a pleasant and healthful part of the city, and, in all its appointments, affords facilities for obtaining a thorough education not excelled in the South.

It embraces the following departments:

1. ACADEMIC, in which students are prepared for college, or secure a good English education.
2. COLLEGIATE.
3. NORMAL, arranged with special reference to the education of teachers, and is aided by the "Peabody Fund."
4. MEDICAL. Charity Hospital is accessible to this department.
5. LAW.
6. THEOLOGICAL, which is open to all denominations.

Further information may be obtained upon application to any of the following members of the faculty:

REV. J. W. HEALY, LL. D., President and Instructor in Sacred Theology.
REV. C. H. THOMPSON, D. D., Professor of Pastoral Theology and University Preacher.
HON. RUFUS WAPLES, LL. B., Professor of International Law and Dean of the Law Faculty.
C. B. WHITE, M. D., Professor of Theory and Practice of Medicine, and Dean of the Medical Faculty.
J. F. FULLER, A. M., Professor of Mathematics and Principal of the Academical Department.
P. M. WILLIAMS, A. M., Professor of English Literature and Principal of Normal Department. ap2

# STEAMBOATS.

## ST. LOUIS.

FOR CAIRO AND ST. LOUIS.

**Illinois Central Railroad.**

Leaves MONDAY, August 14, at 5 P. M.

The Passenger Steamer

**RUBICON,**

J. T. NOEL, Master; JOHN W. BIRD, Clerk;

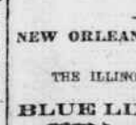
Will leave as above. For freight or passage apply on board or to BOFINGER & PEGRAM, au12 No. 104 Common street.

## 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,

LE