[CONTINUED FROM FIRST PAGE.]

and clear weather, has prevailed on the middle and east Atlantic coast.

PROBABILITIES.

The barometer will probably rise in the Northwest without a material change in the weather. The conditions are favorable for local storms to-night in Wisconsin and Illinois, which will probably be repeated Tuesday afternoon over the same region. Lighter rains, if any, will probably be experienced to-morrow on the gulf coast, and increased cloudiness, with generally pleasant weather, throughout the Atlantic States.

River Intelligence.

SOUTHWEST PASS, August 14, 6 P. M.—Barometer 30. Weather calm. Arrived: Steamship St. Louis, Whitehead, master, at 12:30 P. M., from New York to A. Moulton; steamship Hutchinson, at 4:15 P. M. Talbot, master, from Indianola, via Galveston, to C. A. Whitney & Co. No departures.

VICKSBURG, August 14.—Passed up: Julia, at 6 P. M. Weather warm and clear, and the river falling.

CINCINNATI, August 14.—Five feet three inches in the channel. Weather clear and very hot.

ST. LOUIS, August 14.—Arrived: City of Cairo, from Vicksburg. Departed: City of Chester, for Memphis; C. B. Church, for New Orleans; St. Luke, for Jefferson City. River falling slowly. Weather clear and hot; thermometer 99° at 3 P. M. Freights to New Orleans advanced; flour 75c; pork $1 20.

LOUISVILLE, August 14.—The river has risen four inches the past twenty-four hours, with fifteen inches in the chute. Weather clear and hot; thermometer ranging from 87 to 95°. Arrived: Edinburgh, from Red river. The Ella Hughes is advertised to leave for New Orleans to-morrow. A new boat has been contracted for here for the New Orleans and Arkansas river trade.

PITTSBURG, August 14.—Monongahela twenty-nine inches and falling. Weather intensely hot.

MEMPHIS, August 14.—Weather clear; mercury 91°. River stationary. Passed down: Dexter and Marble City. Passed up: Wicks and Shreve. The James Howard is still aground. The Carrie V. Kountz is trying to lighten her off.

MARKETS.

Domestic Markets.

NEW YORK, August, 14.—Evening.—Cotton closed in better demand; sales 2636 bales. middling uplands 18¾c. Flour, Southern steadier; common to fair extra $5 30@6 50, good to choice $6 65@9 50. Whisky firmer at 94c. Wheat, winter 1c better; spring steady; winter red and Western at $1 40@1 45; winter and amber Western at $1 47@1 51. Corn 68@69½c. Rice steady at 8¾@9¾c. Pork steady at $13 50. Beef quiet. Lard firmer; kettle at 9⅝c. Naval stores steady. Tallow firm. Freights lower; cotton per steam ¼c.

Coffee firm; 1200 bags Rio sold at 14@16¾c. Sugar in fair request; fair to good refining at 9⅛@9½c; Cuba and English Island at 9½@11c. Molasses dull and unchanged.

CINCINNATI, August 14.—Cotton dull and nominal; middling 18@18½c. Flour steady and in moderate demand; family $5 40@5 65. Wheat steady and in moderate demand; No. 1 red winter $1 15. Corn is in good demand at full prices. Rye steady at 65@70c. Oats steady at 30@38c. Barley 17@22c. Cheese weak; factory 9@9½c. Pork $12 50. Lard quiet and unchanged—asking 9c; 8¾c offered. Bulk meats: shoulders 5¼c; clear rib sides 7¼c; clear sides 7¾c; rough sides 6½c. Bacon: shoulders 6¼c; clear rib sides 7¼c; clear sides 7¾c. Whisky in fair demand at 88c.

ST. LOUIS, August 14.—Flour extremely dull; double extra fall $4 75@5; treble extra $5 50@5 60; family $6@7. Wheat dull and unchanged. Corn closed lower; No. 2 mixed 41c; yellow 43c; mixed in sacks 45@47c. Barley: 90c for strictly prime Minnesota. Rye steady; 57@60c. Whisky dull; 88@90c. Pork firm; $13@13 25. Bacon stronger; shoulders 6@6¼c; clear rib 7¾c; clear sides 8@8¼c. Lard: kettle 9¼c. Hogs quiet; $3 75@4 50. Cattle unchanged.

Foreign Markets.

LONDON, August 14, Evening.—Securities unchanged.

PARIS, August 14.—Rentes closed 55.77.

LIVERPOOL, August 14, Evening.—Cotton closed dull; middling uplands 8¾d; Orleans 9d.

[Yesterday's Evening Dispatches.]

NEW YORK, August 14.—John Clark, florist of Fifth Avenue Hotel, a Westfield victim, is dead.

A woman was burned to death and another badly burned at a fire in Jersey City last night.

HARTFORD, August 14.—Mrs. Catherine Toucy, wife of a former Secretary of the Navy, was taken sick in church yesterday, and died before reaching home.

CINNCINNATI, August 14.—The gauge of the Louisville and Cincinnati Short Line road was changed from five to four feet eight inches yesterday.

LOUISVILLE, August 14.—The Pennsylvania Central railroad now claims the controlling interest in the Louisville and Cincinnati bridges over the Ohio river.

GOLDSBORO, N. C., August 14.—About half-past twelve o'clock last night a fire broke out at the Exchange Hotel, in this place, destroying two hotels, ten stores and the outbuildings, and the railroad car sheds. Loss about $80,000, on which there is probably $30,000 insurance.

The fire was the work of an incendiary and is generally supposed to have its origin out of the late negro riot.

SAN FRANCISCO, August 14.—The steamship China, from Hong Kong, arrived with forty-eight cabin and two hundred and eighty-three steerage passengers, and 45,509 packages of merchandise.

Japan is quiet, and immense improvements, such as widening canals and building railroads, are progressing.

The Corean expedition has beem accomplished. There is no change in relations between the countries. Minister Low and Admiral Rogers will await instructions from Washington before pushing hostilities.

Details fully confirm the telegraphic reports of the recent battle.

LONDON, August 14.—It is reported the Italian government has instructed the Italian Minister at Versailles to express thanks to President Thiers for his pacific and conciliatory words, but surprise that Thiers permits speakers to use language injurious to Italy.

The liberal Rome journals express the readiness of Italy to enter into an alliance with France, if France abandons negotiations relative to the Pope.

LONDONDERRY, August, 14.—The apprentice boys, headed by Member of Parliament Johnson and Mr. Rea, attempted a procession in violation of the proclamation.

The police scattered them, amid cheers for the Catholics. Stones were thrown and the riot act was read, and the cavalry and police charged. Thirty arrests were made, and several persons wounded.

The United States and English Postal Convention.

The convention for the interchange of postal money orders between Great Britain and the United States will go into effect on the second of October next, and the Postoffice Department has now completed preliminary arrangements for its practical operation. Of 2455 money order offices in this country, 570 have been authorized to issue postal orders on the postmaster at New York city for payment in the United Kingdom of Great Britain and Ireland, and to pay orders issued by him for sums certified by the Postoffice Department of that country for payment in the United States. These officers have been selected in all the States and Territories, with a view of accommodating localities where the greatest number of such foreigners reside, as will be likely to make use of them.

All exchanges are to be made through the two government exchange officers, in New York and London. In this country applications can be made only for the equivalent in sterling of a certain sum of money in United States currency, which latter amount being deposited at the local office is transmitted to New York, and there converted into a postal sterling draft at the current rate for gold on the day of its receipt. This draft is made payable by the British authorities in any designated locality of the kingdom. No single order will be issued for more than $50, but persons desiring to remit larger sums can obtain additional money orders. The rates of commission on these orders will be as follows:

On orders not exceeding ten dollars, twenty-five cents; over ten dollars and not exceeding twenty dollars, fifty cents; over twenty dollars and not exceeding thirty dollars, seventy-five cents; over thirty dollars and not exceeding forty dollars, one dollar; over forty dollars and not exceeding fifty dollars, one dollar and twenty-five cents.

Speech of Senator Schurz.

The Associated Press dispatches published yesterday morning contain the following report:

NEW YORK, August 13.—Senator Schurz addressed a large audience in Farwell Hall this evening, in German. In his opening remarks he promised to unfold his views without reserve. It was claimed that a few restless agitators were the cause of the confusion now existing among political parties, and yet no reforms could be successfully carried through without it. The agitation of the present hour has brought to view a new order of things, with a new problem, new dangers, new duties, unprovided for in the old programmes of political parties. The civil war, in sweeping away secession and slavery, had established the civil and political rights of all citizens, but had estranged the feelings of the citizens of the different sections of the country, and rendered necessary a new system of taxation, reaching every material interest.

The government growing with the country, wielded constantly increasing power in the political concerns, while the money power was controlling the executives, Legislatures and courts. Amendments to the constitution, as results of the war, should be dropped by all parties, and the South must cut loose from her old prejudices. To this end all political disabilities should be removed. The speaker considered it one of the most serious blunders of the Republican party that full amnesty was not granted long ago in a republic when the political organization of society is based upon the universality of suffrage. Political disabilities are antagonistic to republicanism.

Missouri to-day, by the removal of disfranchisement, enjoys perfect repose, order and general good feeling. Disfranchisement is used by one party to keep the other down. That's its object. The result is that the most unscrupulous politicians, under such circumstances being the most useful, soon become influential. It he could not maintain the ascendancy of his party by honest means, he would be willing to let it go through a purifying process. He denounced equally as standing in the way of amnesty the disunionists and carpet-baggers of the South. The outrages of the one and the peculations of the other could only be removed by penal legislation. It was evident neither the Democratic nor the Republican party was ready to act. So the good men of both parties should unite to restore good government, and the removal of political disabilities would bring about the result. To resort to such legislation as the Ku-Klux bill was dangerous, because it gave too much power to any one man. He believed, however, that a majority of those who voted for that bill had no other object than the protection of persons in the South prom persecution and outrage. Referring to San Domingo, Mr. Schurz said:

"I have been severely censured and attacked for my attitude in this affair. That can not touce me; but when a respectable Republican journal summons Mr. Sumner and myself to compare personal differences with the President for the sake of public interest, it deserved an answer. I can not understand this view of public affairs. I know no personal differences that could influence my political attitude. My personal relations with the President were never otherwise than friendly. I complain of nothing, and were it otherwise I would certainly lose my self-respect if, on account of personal feeling, I was capable of attacking the policy of the President; but if the President were my dearest and most intimate friend this friendship would not restrain me from opposing the resolution."

The Senator was listened to with great attention by the large audience, and frequently applauded.

The New Loan.

We find the following special in the Chicago *Tribune:*

NEW YORK, August 11.—A meeting was held to-day, of firms here, to take $10,000,000 of the new five per cent bonds, in accordance with the Treasury Department programme. The whole amount was subscribed. An official list will be published of the firms here and in Europe that have subscribed for the $30,000,000 of new bonds. Among the firms in Europe, subscribers to the syndicate, taking the $20,000,000, are Stern Brothers, Philip Speyer & Co., Morgan & Co., Raphael & Co., Morton, Rose & Co., Clews, Habicht & Co., Jay Cooke, McCulloch & Co., Seligman Brothers, D. G. Cohen & Co., Bischoffstein & Co., Lippman, Rosenthal & Co., and others, with an option on $80,000,000, unless the national banks shall elect, within sixty days, to take $50,000,000, and then the option will be reduced to $30,000,000. The firms in New York taking the $10,000,000 are Jay Cooke & Co., Fisk & Hatch, Henry Clews & Co., Vermilye & Co., Lanier & Co., Morton, Bliss & Co., Dabney, Morgan & Co., the First National Bank, and others.

The subscriptions to the new government loan reported to-day amounted to $40,000.

The Opelousas *Courier* has this about a recapture:

Our readers will remember that about three years ago a batch of prisoners, among whom one Homer Moreau, broke our jail and made their exist. Now, on Thursday last, at about two o'clock in the morning, Mr. C. C. Dusson, the indefatigable deputy of Sheriff Hayes, was knocking at the door of a certain house in Prairie Ronde, in this parish, and by and by the door opened, and the deputy claimed M. Moreau as his prisoner. The gentleman was produced, and is now in jail, where it is probable he will remain until the next session of the district court. Moreau is accused of larceny. It appears that he had been living in the parish of Natchitoches, where he succeeded in getting married into a respectable family, and that he had brought his wife to a visit to his own family. And that's where he made the mistake.

The Lafourche *Times* closes an editorial in this manner:

We are confident that the fate of Georgia and South Carolina is not reserved for this State, and we give as a reason that our leader is beloved by the entire party of the State. His character has endeared him to all ranks, and with our forces united, under the leadership of Henry Clay Warmoth, we have no fears of the State relapsing into the Democratic barbarism of South Carolina and Georgia.

If we had been so unfortunate as to have had the division Messrs. Casey, Lowell and Packard worked so assiduously to procure, we might indeed have felt ourselves on the high road to political ruin. But as we have conquered these domestic traitors, we may as confidently expect a complete Republican victory in 1872 under Henry Clay Warmoth as we may and must believe that history repeats itself.

The Mansfield *Times* says:

Caterpillars have undoubtedly made their appearance in our parish, and many of our planting friends seem to think the crop will be partially if not entirely destroyed. We hear of them in all parts of the parish, but as yet they are only in spots, and have not done any general damage.

The Boston *Herald* says:

The market beat Flying Dart, of Swampscott, Captain John Russell, while coming out of Cape Small Point Harbor, last Wednesday, took five hundred and fifty barrels of mackerel in one haul of the seine, and it is estimated that enough to fill three hundred barrels escaped while the seine was being overhauled.

The Opelousas *Journal* says:

The rains continue here. Caterpillars are reported in different parts of the parish, but have not yet done any serious damage to the cotton. The opinions of planters seem to be pretty well divided as to whether they will do any considerable injury to the cotton or not. It is said that the caterpillars were as numerous at this time last year as now, and no damage was done. We hope for the best.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, MONDAY EVENING, August 14, 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; $30,000 A1 business paper was done to-day within the range of the above quotations.

Gold opened at 111⅞@112¼ (against 112½ at New York) and closed, after a limited movement, at 112@112¼ (against 112⅝). The market continued dull throughout the day, and the reported sales were confined to $3000 at 111⅞; $2000 and $10,000 at 112⅛; $1000 and $1000 at 112¼, and $7500 at 112¼.

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 very little movement in foreign exchange, only a few thousand sterling changing hands at slightly stiffer rates, the market hardening in agreement with the course of gold; £1200 A1 bill of lading were reported at 122¼, and £600 A1 clear at 122½; 40,000 A1 commercial francs were sold at 4.66¾. We quote sterling nominal at 122@122½ for good to A1 bill of lading and clear, and 123 for bank.

Domestic exchange was without any material variation. The banks supplied their customers with sight drafts on New York at ¼@⅜ ⅌ cent premium, and the sales included $15,000 New York commercial sight at par; $10,000, $15,000 and $30,000 bank at ⅛ ⅌ cent premium, and $10,000 ten days' sight on New York at ¼ ⅌ cent discount.

In New York gold checks, $4000 and $12,000 bank sold at ¼ ⅌ cent premium. Some of the banks drew small sums for remittance at ⅜ premium.

Operations in stocks were principally confined to Pneumatic Propelling Company, which sold at a decline. The business included 300 shares Louisiana Levee at —; 25 Crescent City Bank at $95; 50 and 70 Pneumatic Propelling Company at $5 50; 50 do at $5 75; 50 do at $6 50; 50 do at $6 62½; 50 do, sellers' option one week, and 200, sellers' option ten days, at $5; 100, sellers' option ten days, at $5 50, and 250, buyers' option ten days, at $6.

Nothing was reported in bonds or warrants.

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

COMMERCIAL.

MONDAY EVENING, August 14, 1871.

COTTON—The sales to-day embraced 950 bales, at easier prices generally, and a decline, in the ordinary grades especially, of ¼@½c. 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	12½@13¾	—
Ordinary	13¾@14½	14¾
Good ordinary	15½@16	16
Low middling	16½@17	17
Middling	—@—	—
Strict middling	—@—	—
Good middling	—@—	—

Low ordinary sold at 13 and 13¼, barely ordinary at 13½c, very strict low middling at 17c, and strict low middling to middling—classed by some as Liverpool middling—at the same.

The market was depressed by the tenor of the Liverpool and New York accounts, but on the other hand some factors assumed more confidence from the noon reports. Sales, however, could not be effected unless at the concessions indicated above.

The Exchange reports: "Moderate demand at quotations."

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,686
Arrived since last statement	1,439	
Arrived previously	1,511,927	
City baling from samples, etc	19,383	1,532,049
Total		1,527,745
Cleared to-day	2,425	
Cleared previously	1,514,701	
Burnt	669	1,517,795
Stock on hand and on shipboard		33,950
Stock on hand last year		33,643

To-day's exports were to Havre. Receipts proper since Saturday evening, 1389 bales, against 1429 on last Sunday and Monday, and 151 last year, making an aggregate since Friday evening of 1389 bales against 1842 for the corresponding time last week and 301 last year, and since August, 31, of 1,439,071 bales against 1,139,733 last year.

SUGAR—Six hogsheads were received today. They are classed as common and sold at 9½@10⅜c ⅌ lb. Ten hhds fully fair refilled sold in the shed at 12c ⅌ lb., and 30 hhds Porto Rico sold at 11⅜c ⅌ lb. Yellow clarified Louisiana sugar is quoted at 12¼@12¾c ⅌ lb.

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

FLOUR—The stock on hand is light, but there is considerable on the way here, and there are several large orders for export awaiting supplies. Double extra and low treble extra are in demand and scarce, while choice extra is in supply and dull. We have heard of sales to-day of 6800 bbls, of which 250 low treble extra at $6 62½; 100 do at $6 70; 100 treble extra at $6 75; 300 do at $6 90; 200 and 5000 good treble extra at $7; 175 do at $7 25, 100 choice at $8 12½, and 190 choice extra at $8 45 ⅌ bbl.

CORN—The supply is light and the demand moderate; 2500 sacks were sold today, of which 500 mixed at 67c; 150 mixed and 100 yellow at 68c, and 1200 white at 70c ⅌ bushel.

OATS—Are in good supply and fair demand; 2500 sacks were sold to-day, of which 150 inferior at 47c; 150 and 150 ordinary at 48c; 300 and 1500 new at 50c ⅌ bushel.

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

HAY—Continues scarce and firm. Prime to choice new is selling at $34@35 ⅌ ton.

PORK—The market is quiet to-day. A lot of 100 bbls mess sold at $14 25 ⅌ bbl. Mess is held at $14 25@14 50 ⅌ bbl. It is retailing at $14 75@15 00 ⅌ bbl.

BACON—The stock is light, the demand is better and the market is firmer; 5 casks clear rib sides sold at 8⅜c; 10, 10 and 10 do clear sides at 8¾c, and 10 tierces choice sugar cured hams at 16½c ⅌ lb. Shoulders are quoted at 7c; clear rib sides 8¼@8½c; clear sides 8¾c; sugar cured hams 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.

DRY SALT MEAT—Is dull, and shoulders are quoted at 5½c ⅌ lb.

CORN MEAL—Is quiet and steady, 50 and 100 bbls kiln-dried sold on the levee at $3 50 ⅌ bbl.

ESCULENTS—Potatoes are selling on the landing at $3 25@4 ⅌ bbl. Onions at $3@3 50. Apples $3@3 50 and sour krout at $10@12c ⅌ bbl. Cabbages $15@20 ⅌ crate.

POULTRY AND EGGS.—Chickens sell on the levee at $7 50@8 ⅌ dozen for grown and $3 50@4 50 for young. Eggs are steaday at 15@20c ⅌ dozen on the levee.

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 ½c, and there is no demand for room at that.

WHISKY—Plenty and dull at 97c@1 for Cincinnati rectified and 90@95c for Indiana.

Monthly Coffee Statement.

Messrs. Lonsdale, Marks & Co. furnish us the following mothly statement of coffee transactions:

	Bags.
Imports from July 1, 1870, to June 31, 1871	203,945
Stock on hand July 1, 1871	12,123
Sales since July 1, to date	3,469
Stock on hand August, 14, 1871—	
C. Cavaroc & Son	2,554
G. L. Laughland	1,000
Total	3,554
Sales from July 29 to August 12—	
Ex J. Simonsen, in lots	4,000
Market—We quote—	
Prime, gold duty paid	15¾@16
Good, gold duty paid	15 @15¾
Fair, gold duty paid	14½@14¾
Ordinary, gold duty paid	— @—

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, TUESDAY MORNING, August 15, 1871.

WEATHER, BUSINESS, ETC.—The weather since our last issue has been a repetition of all former days for the last three weeks—hot and cold, rain and sunshine, until it has become a regular stereotyped edition from the weather clerk's best reports; he is out of shape and we must follow in his footsteps. We could very well afford to spare some of these continuous daily rains to some other parts of the country where they complain of great droughts and the growing crops suffering for want of rain.

There was but very little, if any, business of note done on the levee yesterday, as the strange weather we had made it undoubtedly a regular blue Monday.

The stage of the river by the marks at the police station have not changed since our last report. The tributaries, bayous and lakes are all reported as falling fast, and getting very low.

The Red river freight tariff took a sudden rise yesterday, and the boats now loading demand old card rates to Shreveport, and old card and half to Jefferson; and are very firm at these rates, from the troubles some of them have gone through lately. We do not expect to hear of any more cheap freights being carried this season. Ouachita river and St. Louis rates remain unchanged.

The arrivals since our last were the Era No. 9, Right Way and Lady Lee, from Jefferson; Wash Sentell, from Lafourche; Governor Allen, from Vicksburg; Bart Able, from Lobdell's Store; Frank Pargoud, from Natchez, and Trenton, from Opelousas.

The departures were the Rubicon and Lady Lee for St. Louis, Bart Able for Lobdell's Store, Frank Pargoud for Natchez, and Tahlequah for Lafourche.

The C. H. Durfee, that arrived Saturday evening from Shreveport, brought out 691 bales cotton and 298 head of cattle, and also had her cabin full of passengers. She returns to Jefferson this evening.

The Carter line packet Lady Lee, on her winding way to St. Louis from Jefferson, arrived at our landing yesterday. She had for freight 360 head of cattle and two bales cotton. We cannot account for her coming here, unless it is that those heavy shipments of cotton to the East have all fizzled out, and she has had recourse to our own trade to make both ends meet.

The Rubicon, on her last trip here, brought from St. Louis thirty-three bales of cotton, consigned to one of our merchants for sale. It had been sent to St. Louis for the same purpose, but found no market there for it, and the owners ordered it here, knowing full well that there is always a market here for the staple, and a good one at that, and always to be relied on.

The Dexter left Cairo for this port on August 12.

The Indiana, H. C. Yaeger and Emilie LaBarge passed Memphis on August 12, bound for this place.

Captains J. W. Bofinger and J. F. Baker, presidents of the St. Louis and New Orleans and Merchants' Southern Lines, arrived in our city, last evening, by the Jackson railroad, and are stopping at the St. Charles Hotel.

The pretty little light draft steamer Trenton arrived yesterday noon with a fair load from Washington, and leaves on her return trip this evening at five o'clock for Opelousas and all way landings. The Trenton is one of the lightest draft boats ever built, and will have no trouble in going through at all times.

Freight rates from St. Louis to this port advanced on the eleventh to seventy cents per barrel for flour, fifty cents per hundred pounds for hay, and thirty-five cents per hundred pounds for lard, etc.

The Governor Allen, under her new owners, Captains J. C. Lebano and W. McCombs, commences in the Fort Adams trade on Saturday, September 16, and will run regularly thereafter, leaving New Orleans on Wednesdays and Saturdays at 5 P. M.

The Shreveport *Southwestern* of August 10 says:

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

By the arrival of the steamer Right Way from Jefferson yesterday evening, we gain the latest information from Cypress Bayou and the lakes. Her officers report the bayou and lakes falling, with shoal water from the foot of the new cut-off to Jefferson, and two feet by the mark at the Gate Post. None of the cut roads afford a safe channel now, so we would advise all who attempt to go to Jefferson to run the bayou channel through the lakes. By so doing they may save much valuable time.

We have heard nothing from upper Red river since the report of the seven foot swell.

Business was only tolerable on the levee yesterday. During the day three boats touched at the wharf, but neither had much to put off or take on.

FOR SHREVEPORT AND JEFFERSON.—The favorite steamer C. H. Durfee, Captain J. A. Aiken, leaves this evening, at five o'clock, for Shreveport, Jefferson and all way landings on Red river. The Durfee, being light draft, will go through without detention. Our friend C. W. Drown will be found, as usual, at his post in the office.

FOR OPELOUSAS.—The superior light draft steamer Trenton, Captain B. R. Splane, having been chartered expressly for the trade, in place of the Lessie Taylor, will depart this evening, at five o'clock, for Washington and all way landings. The well known light draft qualities of this boat will guarantee her going through without trouble. T. Jobin will be found in the office.

FOR VICKSBURG.—The Governor Allen, Captain J. W. Cannon, J. H. Mossop clerk, leaves this evening, at five o'clock, for Vicksburg and all way and plantation landings.

FOR CAMDEN.—The Jennie Howell, Captain R. Sinnott, W. N. Calmes clerk, leaves this day at 5 P. M. for Camden and all way points on Ouachita river.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Tuesday, August 15, 1871.

CLEARED YESTERDAY.

Steamship W G Hewes, Lewis, for Indianola via Galveston
Bark Sitka, Walker, for Havre

ARRIVED YESTERDAY.

Steamship Gulf Stream, McCreevy, from New York 5th instant, to A Moulton—2d district
Steamship St. Louis, Whitehead, from New York, 5th inst, to A Moulton—2d district
Steamship Hutchinson, Talbot, from Indianola via Galveston, to C A Whitney—1st district 10
Bark Monetta, Faucett, 31 days from New York, to Geo A Fosdick &co—1st district 32
Brig Hope, Monterolla, 11 days from Havana, to Puig Bros—2d district 16
Schooner Salvador, Simpson, 90 days from Belize to Goldenbow & Kelley—3d district 16

TOWBOATS.

Republic, Sturtevant, from the Passes—Towed down and to sea, 8th instant, ship J L Dominick aub bark Mandslie—Brought up bark Monetta, brig Hope and schooner Salvador

STEAMBOATS.

Governor Allen, Campbell, from Vicksburg.
Lady Lee, Carter, from Shreveport.
Bart Able, Baranco, from Lobdell's store.
Louise, Hopkins, from Mobile.
Frank Pargoud, Tobin, from Natchez.
Trenton, Kenison, from Washington.
Flicker, Aucoin, from Lafourche.
Belle Ida, Albert, from Lower Coast.

ARRIVED SUNDAY.

(No arrivals from sea Sunday.)

STEAMBOATS.

Era No 9, Probst, from Shreveport.
Right Way, Wilkinson, from Jefferson.
Hunter, Saliba, from Lower Coast.

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship W G Hewes—for Indianola—200 bbls flour 25 bbls whisky 50 bxs tobacco 100 cases liquors 50 bags coffee 700 pkgs mdse

For Galveston—700 bbls flour 190 bbls crackers 200 bbls potatoes 100 bbls sugar 10 hhds sugar 400 sks oats 800 bags coffee 20 cks bacon 100 bxs soap 60 bxs tobacco 50 bales hay 200 sks corn 50 bbls whisky

HAVRE—Bark Sitka—2425 bales cotton 1200 pcs staves

IMPORTS.

NEW YORK—Steamship Gulf Stream—Asstd mdse

NEW YORK—Steamship St Louis—Asstd mdse

HAVANA VIA FLORIDA PORTS—Steamship Margaret—from Havana—541 bxs sugar 292,500 cigars 3 cases paper 1 pkg paper

From Florida Ports—720 bxs pineapples 50 bbls rice

HAVANA—Brig Hope—930 bxs sugar 32,500 cigars

HAVANA—Schooner Louise Willeston—1073 bxs sugar 100 empty jugs 50 jars oil 2 pkgs beef 5 kegs wine

BELIZE—Schooner Louise Willeston—30 bales sarsaparilla 29 bbls sugar 10 tcs lard $2850 in specie 1 case India rubber 4 bales tobacco

MOBILE—Steamer Louise—50 bales cotton and sundries

RECEIPTS OF PRODUCE.

VICKSBURG—Steamer Governor Allen—355 bales cotton 855 sks cotton seed 1217 bbls flour and sundries

SHREVEPORT—Steamer Lady Lee—3 bales cotton 4 bales hides 346 head cattle and sundries

LOBDELL'S STORE—Steamer Bart Able—15 bales cotton and sundries

WASHINGTON—Steamer Trenton—1 bale cotton 80 head cattle and sundries

LAFOURCHE—Steamer Flicker—Sundries

LOWER COAST—Steamer Belle Ida—Sundries

NATCHEZ—Steamer Frank Pargoud—40 bales of cotton 277 sks cotton seed and sundries

RECEIPTS SUNDAY.

SHREVEPORT—Steamer Era No 9—198 bales cotton and sundries

JEFFERSON—Steamer Right Way—108 bales cotton and sundries

LOWER COAST—Steamer Hunter—Sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, August 14—75 bales cotton and sundry produce

MORGAN'S LOUISIANA AND TEXAS RAILROAD, August 14—6 hhds sugar $6933 in currency 299 head cattle and sundries

RAILROADS.

SPECIAL NOTICE TO SHIPPERS OF FREIGHT.

NEW ORLEANS, MOBILE AND TEXAS RAILROAD, New Orleans, La., August 9, 1871.

Commencing MONDAY, August 7, 1871, freight rates will be advanced to fifty per cent of local tariff No. 2.

On and after August 11, the general freight office will be at the freight depot, foot of Girod street, instead of corner of Camp and Common streets, as heretofore.

WILLIAM J. PHELPS, General Freight Agent.
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TO THE TRAVELING PUBLIC.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

SPECIAL NOTICE.

Until further notice, passengers to all points North, East and West will leave New Orleans from the depot, Calliope street.

Way, Mail and Passenger, leave Daily (Sundays excepted), at	7:45 A. M.
Magnolia Accommodation, Daily (Sundays excepted) at	4:00 P. M.
Night Express, leave Daily, at	5:30 P. M.
Night Express, arrive Daily, at	10:25 A. M.
Magnolia Accommodation, arrive Daily (Sundays excepted), at	11:20 A. M.
Mail and Passenger, arrive Daily (Sundays excepted), at	10:00 P. M.

Night Express will stop only at Hammond and Amite, south of Magnolia.

Five Hours and a Half Quicker than any Other Line.

Baggage checked from residence to destination, and berths secured in Pullman Palace Cars as usual.

Tickets for sale at No. 22 Camp street, corner of Common street, and at depot foot of Lafayette street, on the levee.

S. E. CAREY, General Ticket Agent.
New Orleans, Jackson and Great Northern Railroad.
D. B. MOREY, General Ticket Agent, Mississippi Central Railroad.
S. W. SCOTT, General Passenger Agent.
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NEW ORLEANS, MOBILE AND TEXAS RAILROAD.

Change of Schedule.

On and after MONDAY, May 15, 1871, passenger trains will run as follows:

11 A. M. Day Express arriving at Mobile at 5 P. M., connecting with through trains of the Mobile and Montgomery and Mobile and Ohio Railroads, for all Northern and Eastern cities. Pullman's Palace Sleeping Cars are run through on this train from Mobile, without change, to Louisville, via Humboldt, and from Tensas (near Mobile) to Cleveland, Tennessee, via "Blue Mountain Route." On SUNDAYS this train will leave New Orleans at 8 A. M.

2:30 P. M. Accommodation to Ocean Springs, stopping at all the watering-places, arriving at Ocean Springs at 6:35 P. M. This train will stop for passengers at the French Market, foot of Elysian Fields street, and Claiborne street, in New Orleans, and at the Signal Stations on the Coast. It will not run on Sundays.

5:30 P. M. Evening Express, arriving at Mobile at 11:05 P. M., connecting with the Mobile and Ohio railroad, and at Meridian with the Alabama and Chattanooga railroad for all points North and East. This train runs DAILY.

Through freight trains each way DAILY, and freight received at foot of Julia street, before 5 P. M., delivered at Mobile early next morning. Through bills of lading signed for all points on Mobile and Ohio and Mobile and Montgomery roads and their connections.

Rates as low as by any other route.

For through tickets or information in regard to rates, apply at the office of the company, corner of Camp and Common streets (Story building), opposite City Hotel.

J. R. KENDRICK, General Superintendent.
WILLIAM BRDELL, Ticket Agent.
my14

TO THE EAST.....TO THE EAST

Via Louisville and Ohio and Mississippi Railway.

The completion of the Louisville Division of this road, and the splendid equipment for passenger travel, makes this the

BEST ROUTE TO CINCINNATI,
AND
ALL POINTS EAST AND NORTHEAST.

THREE THROUGH TRAINS DAILY,

With direct connections from the south for Cincinnati

WITHOUT CHANGE OF CARS.

Be sure and ask for tickets via Louisville and the Ohio and Mississippi Railway, for sale at all principal ticket offices in the South, and in Louisville at the General Office of the Company, corner Fourth and Main streets, also at Galt House and Louisville line and Willard Hotels.

N. B.—Tickets to Cincinnati and points East, via this line, are good on mail line steamers, and Mail line tickets are good on this road.

CHARLES E. FOLLETT, General Passenger and Ticket Agent, St. Louis.
J. L. GRISWORD, General Superintendent, St. Louis.
THOMAS BORWIN, General Southern Agent, Louisville.
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SPECIAL NOTICE.

St. Louis, Iron Mountain and Southern Railroad.

THE ONLY ALL RAIL ROUTE

To St. Louis, Chicago, Omaha, San Francisco, St Paul, Kansas City, Leavenworth, St. Joseph.

And all Points North, East and West.

TWO EXPRESS TRAINS leave the New Orleans Jackson and Great Northern Railroad Depot daily, at 7 A. M. and 5 P. M.

AN EXPRESS TRAIN leaves the foot of Canal street daily at 11 A. M., via the New Orleans, Mobile and Chattanooga Railroad, making close connections at Mobile with the Mobile and Ohio Railroad to all points North, East and West.

For tickets apply to

A. D. SHELDON, Ticket Agent New Orleans, Jackson and Great Northern Railroad, corner Camp and Common streets, under City Hotel; or to
W. BEDELL, Ticket Agent New Orleans, Mobile and Chattanooga Railroad, corner Camp and Common streets, Story Building, opposite City Hotel.
J. H. WINGFIELD, General Superintending Agent St. Louis, Iron Mountain and Southern Railroad.
no24

PASSENGERS GOING EAST,

VIA LOUISVILLE OR CAIRO,
Should purchase Tickets by the
ERIE AND ATLANTIC AND GREAT WESTERN RAILWAY.

Forming the best and most comfortable Line to New York, Boston and Northern and Atlantic cities, with magnificent Palace Combined Day and Eight Coaches, through to New York without change.

Two Lightning Express Trains Daily.

This is the only Line from Cincinnati to New York under one management; the only Line from Cincinnati to New York without break of gauge; the only Line whose trains run through to New York without change; the only Line running coaches through without using compromise wheels; the only Line running Palace Broad Gauge Coaches through without change.

If you desire prompt time and certain connections, finest scenery on the Continent, most comfortable cars in the world, most magnificent dining halls and ample time for meals, and the safest, best and most comfortable route, go to New York by the

Erie and Atlantic and Great Western Railway.

Tickets by this Line for sale at all tickets office through the South.

WILLIAM R. BARR, General Passenger Agent, New York.
W. B. SHATTUC, General Southern Agent, Cincinnati, Ohio.
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FOUNDRIES.

GEORGE CRONAN,

(Successor to Bennett & Lurges.)

SOUTHERN ORNAMENTAL IRON WORKS,

Corner Magnolia and Erato streets,
Near Jackson Railroad Depot,
New Orle