[CONTINUED FROM FIRST PAGE.]

and Missouri westward to the Pacific. The area of low barometer on the lower lakes has moved somewhat to the southeast, but the pressure has risen very rapidly north and east of the Ohio. The barometer remains low on the South Atlantic coast. Fresh winds from the north and east have very generally prevailed in the Southern and Gulf States, with hazy weather. Light rain is now reported from the Carolina coast. Increasing easterly winds continue from Cape Hatteras to Cape Cod, with cloudy and threatening weather from New England coast to the lower lakes. Clear weather, with smoke and haze, are reported from Michigan to Tennessee, and westward to the Mississippi river.

PROBABILITIES.

Easterly winds will probably continue in the Middle and Eastern States. It is probable that a storm, of some severity, will continue at a considerable distance off the south Atlantic coast, with easterly winds and threatening weather from Georgia to New Jersey. Cloudy weather will probably continue in the New England States, with northern winds and warm, hazy weather from Michigan, to Alabama and westward.

River Intelligence.

SOUTHWEST PASS, August 21, 7 P. M.—Barometer 30. Wind northwest, light. Arrived: Steamship William G. Hewes, at 6:40 P. M., Bourne, master, from Indianola via Galveston, to C. A. Whitney & Co.

VICKSBURG, August 21.—Passed down: John T. Moore at 8 last night. Up: City of Cairo at 6 P. M. River falling. Weather warm and clear.

LOUISVILLE, August 21.—The river has fallen six inches, and is still falling, with twelve inches in the chute, and five feet scant on Portland bar. The packet pilots report five feet on the shoalest bars between Louisville and Cincinnati. Weather clear and pleasant.

Departed: Ada Heilman, for Cairo.

The Clarksville has left the Louisville and Cairo trade, and will probably run between Cairo and St. Louis.

MEMPHIS, August 21.—Weather clear; mercury 86°. River about stationary, with seven and a half feet large to Cairo. Passed up: Belle Memphis.

CINCINNATI, August 21.—River falling. Weather clear.

PITTSBURG, August 21.—Weather clear. The Monongahela is lower than at any time since 1854. No arrivals or departures.

ST. LOUIS, August 21.—Arrived: Kellegg, from New Orleans; Lady Lee from Red river. Departed: Bee and barges for New Orleans, and City of Chester for Memphis. The river is still falling. All upper streams on the decline.

MARKETS.

Domestic Markets.

NEW YORK, August 21, Evening.—Cotton closed steady and firm; sales 1806 bales; middling uplands 18¾c. Flour: Southern a shade firmer; common to fair extra $5 50@6 70; good to choice, $6 80@9. Whisky 94c. Wheat active, winter red and amber Western, $1 43@1 47. Rice firm at 8½@9½c. Pork firmer at $13 43@13 45. Lard steady. Turpentine firm at 52@52½c. Rosin quiet. Freights firm.

Coffee firm at 14@16c. Sugar steady; fair to good refining 9¼@9½c; Cuba 9@9⅜c; grocery grades 10@10½c. Molasses nominally unchanged. Beef dull at $7@11 for plain mess, and $11@14 for extra mess. Freights: Corn per sail 8¼; per steam 9; wheat 9½.

CINCINNATI, August 21.—Cotton dull and unchanged. Flour quiet and unchanged. Wheat steady and in moderate demand; red $1 12@1 15. Corn steady and in moderate demand; 51@52c. Rye drooping; 63@68c. Oats steady; 30@38c. Barley quiet; spring 75@85c, fall 80@90c. Eggs quiet. Butter steady. Cheese weak. Pork dull, but holders not willing to make concessions; asking $12 50. Lard dull, but holders not willing to make concessions; asking 8¾c. Bulk meats quiet and weak; 5@6c for shoulders and sides. Bacon steady; shoulders 6c, clear 7c, clear sides 7½c. Hogs scarce and firm; $4 30@4 80. Whisky steady and in moderate demand; 90c.

ST. LOUIS, August 21.—Flour closed quiet and weak; superfine fall $3 80@4; extra $4 25@4 50; double extra $4 70@5 10. Wheat: No. 3 red $1 12½; No. 2 red fall $1 26@1 27. Corn dull and unchanged. Oats dull; No. 2 in elevator 33@33½c. Rye firm at 58@60c in elevator. Whisky 90c. Mess pork dull at $12 50. Bacon dull and easier; shoulders 6c, rib 7¼c, clear sides 7¾c. Lard dull. Hogs scarce at $4@4 50. Cattle quiet; Texan and Indian $1 50@3 50; native $3@5 50.

Foreign Markets.

LONDON, August 21, Evening.—Consols closed at 93¾. Bonds 93⅛.

PARIS, August 21.—Rentes 56f 10c.

LIVERPOOL, August 21, Evening.—Cotton closed easier; middling uplands 8⅞d; Orleans 9⅛d.

[Yesterday's Evening Dispatches.]

NEW YORK, August 21.—The Fenians will join the proposed Italian procession, if other nationalities are allowed to participate.

A family of six persons were poisoned from eating fish caught near a wreck. It is supposed the fish were impregnated with copper. The symptoms are similar to poisoning from strychnine.

The Ward Hospital, Centre street, Newark, burned. Loss $80,000.

The owner, captain and engineer of the exploded tug Starbuck, have disappeared.

The boiler contains fifteen large patches, and a seven inch crack on the inside.

Arrived: City of Bristol and Minnesota. Arrived out: Virginia, Columbia, Forthia, Tripoli, City of Baltimore, and City of Brussels, the latter making the trip in eight days and thirteen hours.

WARSAW, Indiana, August 21.—Thirteen buildings, including the Baptist church, were burned. The fire was caused by spontaneous combustion. Loss, $50,000.

VIRGINIA CITY, Nevada, August 21.—Fifty buildings were burned here. Loss, $150,000. The fire was the work of incendiaries.

ST. LOUIS, August 21.—Colonel Downing has been elected chief of the Cherokee nation, by two hundred majority.

WILLIAMSPORT, Pa., August 21.—The Waverly House and thirty other buildings burned. Loss $8,000,000.

SAN FRANCISCO, August 21.—A sergeant-major and a private of the third cavalry were killed by Apaches, near Camp Verde, Arizona. They were horribly mutilated.

LONDON, August 21.—It is feared the potato blight will almost destroy the Irish crop.

John Bright is much better.

Queen Victoria is ill at Balmoral.

The Russian fleet, with Grand Duke Alexis, left Cronstadt yesterday for New York.

Parliament has been prorogued to November 7 by royal commission. Relations with foreign powers are friendly, and hope is expressed for continued tranquillity in the East.

The speech is mostly devoted to local affairs, and dwells satisfactorily upon the treaty of Washington.

"Our New Departure."

Under this heading the *St. James Sentinel*, of which Messrs. George E. Bovee, Secretary of State, and Linden E. Bentley are proprietors, and Linden E. Bentley is editor, comes to us with reasons for withdrawing support from the ring which runs the New Orleans Customhouse. The *Sentinel* now accords to Governor Warmoth and his friends a far greater desire to promote the advancement of Republican principles than is displayed by the opposition.

We expect soon to see the entire Republican press of Louisiana a unit in the support of Governor Warmoth and his State policy. Subjoined is the article referred to:

We commend to the attention of our readers the editorial on "The two conventions," which appears in this issue, for in it they will find in part our justification for withdrawing our support from the ring which runs the New Orleans Customhouse, and which attempted to prevent an expression of the popular will by bringing United States soldiers into requisition to overawe a portion of the delegates elected to a Republican State convention.

Our sole aim is to contribute our mite toward preserving the unity of the great Republican party and insuring its success in the coming campaign. We have heretofore supported the opposition to Governor Warmoth because we thought he was pursuing a course likely to result in the defeat of that party, and was determined to rule or ruin it. We judge from other lights now. The events of the past two weeks have clearly demonstrated that the opponents of Governor Warmoth will be and have been unscrupulous in their use of means to defeat his renomination and election, and that they are actuated more by personal hatred and envy of his political power that by any motives of principle or any regard for the perpetuation of Republican government in Louisiana.

The Governor, in his speech at Turner Hall, made charges against George W. Carter, S. B. Packard, Charles W. Lowell, John A. Walsh, Collector Casey and others, which can not be denied, and which at once make clear the reasons why those gentlemen are now opposed to him. Carter's ambition begets *his* opposition; Packard's opposition commences from the veto of the Nicolson pavement bill, in which he was heavily interested; Lowell's begins from the veto of the iniquitous Ship Island Canal bill, the only measure he ever advocated or ever voted for in the House of Representatives; John A. Walsh is opposed to Governor Warmoth because an offer of $50,000 failed to secure the latter's signature to a bill in which Walsh was personally interested; Casey is ruled by Deputy Collector Herwig, and Herwig opposes the Governor because he would not recommend his (Herwig's) relatives for fat appointments under the customs department. And so, one by one, the Governor shows these men up, and proves their selfish motives for opposition to himself.

Therefore, considering all these things, and the respective course pursued by each faction of the party, we are inclined to accord to the governor and his friends a far greater desire to promote the advancement of Republican principles than is displayed by the opposition. Actions speak louder than protestations, and we have judged the two wings of the party by their actions, and not by their promises or words.

Casey and Packard on the Defensive—Card from General Herron.

We copy the following dispatches from the New York *Tribune* of Friday:

CINCINNATI, August 17.—Confidential dispatches to the President, signed by Casey and Packard, of New Orleans, were shown to the passengers on the train from the South this morning by a New York Democrat, who was the bearer of them. The dispatches state that the reason for making use of troops was that Governor Warmoth's friends were too numerous and threatening, and that though troops were present, their arms were stacked and not used. Friends of the State administration are styled rowdies, while the federal officers are called respectable men and better Republicans than their opponents. Evident anxiety is shown and fear lest they lose their places. Resort is had to hard names and abuse of opponents as a means of diverting attention from their own great blunders. The charge is also made that Governor Warmoth and his friends are unfriendly to the President; hence the necessity of putting them down. The public exhibition of the dispatches in a railroad car is my only apology for speaking of their contents. The passengers considered them very silly and undignified.

To the Editor of the Tribune:

SIR—The card of United States Marshal Packard in the *Tribune* of the fourteenth instant is simply an avoidance of the truth, and an effort to relieve the federal officials here of the odium they deserve. Governor Warmoth had no intention of using the police, either at the Customhouse or at any other place selected for the convention, as I personally know. On the evening of the seventh instant Marshal Packard stated to General Campbell, Judge Dibble, and Mr. Fish of the REPUBLICAN, that he had the highest authority in the land for using the Customhouse and troops, and has since stated that General Grant authorized it. The order for troops was obtained from General Reynolds, Marshal Packard having telegraphed him that an attack from "thugs" and "bruisers" upon the Republican convention was feared. General Reynolds did not know the convention was to meet at the Customhouse, and that the difficulty was simply between two sets of delegates. I further state that Marshal Packard and his abettors conspired with certain roughs of the lowest order to aid them in case of trouble, in which Governor Warmoth and his leading friends were to have been killed.

Yours, etc.

F. J. HERRON.

New Orleans, August 17, 1871.

The Cotton Worm.

The *Picayune* of last evening says:

We were shown this morning, by Messrs. R. S. Wiltz & Co., a stalk of cotton about three feet high, with numerous well developed green bolls, and some blooms still fresh at the top. The withered and eaten green leaves, however, told a tale, sad to the planter and factor. The cotton worm had attacked it, and its life was gone. It was as useless as a broken down politician. This stalk was received this morning from the plantation of Mr. Monioite, in the parish of Pointe Coupee.

The following plan to protect life on steamboats has just been referred by Secretary Boutwell to the Board of Steamboat Inspectors: To have separate and independent water and steam gauges on a conspicuous part of the passenger deck, plainly labeled safety gauges for water and steam, surrounded with a case or cases, under lock and key, the latter to be kept by the inspector, whose duty it shall be to examine them carefully to see to it that they are in perfect working order, especially should there be any disagreement with the engineer's gauges. They should show by a sliding indicator the pounds of pressure allowed and the minimum water line of safety, so that any passenger may see at a glance when his life and limbs are in danger.

We copy from the Jackson *Pilot* this report of an outrage:

A dastardly attempt was made on Wednesday night to throw the passenger train on the Meridian and Vicksburg railroad off the track. It appears that the cars had reached a locality some five miles this side of Clinton, going west, when the engineer discovered that something was wrong ahead, and immediately reversing the engine and whistling "down brakes," the train was stopped in season to prevent an accident. Some miscreant had piled up a number of heavy ties across the rails, and nothing but a good look-out and strong arms at the brakes prevented a terrible calamity. And had the place for putting down the obstacles been better chosen, even these could not have interfered. It chanced that the locomotive had just gained an elevation from which the engineer was enabled to see the track for a considerable distance. If the perpetrator of this intended murder of innocent people could be discovered he should be severely punished.

The *Richland Beacon* says of the cotton prospects:

Information comes to us very slowly from our planters, and after some one gives us an item, another will say, "Pshaw, I had thus and so two weeks ago." Well, why didn't you tell us? The truth is, you haven't enough parish pride. Last Monday Mr. Lem Scott brought us an open boll of cotton from Mr. W. J. Compton's farm, after which we learned from others that they had cotton open two weeks. Will our friends in different parts of the parish keep us a little better posted? We stay at home very closely, and can not afford to ride over the parish to pick up items.

The Washington *Republican* reports this:

An enterprising citizen of Maryland visited the Treasury Department, and was referred to Solicitor Banfield to make a bargain for a wreck in the Pamunkey river, in that State. The solicitor asked how much he was willing to give for the wreck. The answer was promptly $5. Solicitor Banfield, after some deliberation, concluded that it would cost the government in clerical labor more than the amount stated to properly get the money into the vaults of the treasury, and declined the magnanimous offer of the would-be wrecker.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, MONDAY EVENING, August 21, 1871.

The money market is about the same as reported for the last fortnight. There is probably a slightly better demand for discounts, but, with an abundant supply of loanable funds at bank, it has not been sufficient to cause any change; on the street little or nothing is doing. We still quote as street rates 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 112@112¼ (against 112⅛ at New York) and closed at 111⅞@111⅞ (against 112½). The sales included $12,000 at 111¾, $1500 and $4000 at 111⅞, $2000 and $5000 at 112, $18,000 at 112¼, and $3000 and $3000 at 112¼.

In silver 10,000 Mexican dollars sold within the range of our quotations, which are 2@2½ per cent premium in gold. American halves are very dull. Dealers report them at 104½@106.

Foreign exchange was brought almost to a complete standstill by a further decline in gold and sterling bills at New York. The offerings were small and there was no disposition to buy unless at rates below the views of sellers. £1200 thirty days' sight on London sold at 109 gold. In the absence of sales we give the following figures as approximations, say 121@121½ and 121⅝ for good to A1 bill of lading, and clear and 122¼@122½ for bank, showing a decline since Saturday evening of ¼@½ ₱ cent.

Domestic exchange was stiffer. The banks sold New York sight to remitters at ⅜ ₱ cent premium, and the sales included $8000, $8000 and $10,000 commercial New York sight at ⅛ ₱ cent premium; $45,000 private bankers' at the same; $26,000 commercial at 3-16, and $10,000 private bankers' and $25,000 bank at ¼.

Six thousand dollars bank gold checks on New York sold at ½ ₱ cent premium, which is the remittance rate for small sums.

The only sales reported in stocks are 100 Louisiana levee at $9 25, and 100 (resale) at $9 50. We understand that levee could have been bought at $9 at the close, and, in fact, some parties quoted it at $8 75, at which a sale was reported of 250 shares.

There were sales of bonds, but none of the particulars were made known.

Nothing appears to be doing in warrants; large State are quoted at 53@57.

COMMERCIAL.

MONDAY EVENING, August 21, 1871.

COTTON—The sales to-day summed up 1150 bales, partly at easier prices, requiring, however, only slight variation in our quotations for good ordinary. We give also the Exchange figures, which are for even running of its types, while ours are for average lists, with the outside rates for strict:

	Average lists.	Exchange figures.
Low ordinary	13 @13⅛	—
Ordinary	14½@15	15¼
Good ordinary	15⅞@16⅜	16⅝
Low middling	16¾@17¼	17⅜
Middling	—@—	—
Strict middling	—@—	—
Good middling	—@—	—

We noticed very little movement in the morning, but later in the day buyers came forward with more spirit. Low ordinary sold at 13½@14c, good ordinary to strict good ordinary at 16¼c, strict good ordinary at 16⅜c, low middling at 16⅞c, and strict low middling at 17⅛@17¼c.

The Exchange reports "prices a shade easier, though not quotably lower."

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,696
Arrived since last statement	1,155	
Arrived previously	1,515,403	
City baling from samples, etc.	19,583	—1,536,141
Total		1,556,837
Cleared to-day	3,623	
Cleared previously	1,524,965	
Burnt	869	—1,529,197
Stock on hand and on shipboard		27,640
Stock on hand last year		20,742

To-day's exports were to Havre. Receipts proper since Saturday evening 850 bales, against 1389 on last Sunday and Monday and 230 last year, making an aggregate since Friday evening of 1028 bales, against 1389 for the corresponding time last week and 270 last year, and since August 31, of 1,441,959 bales, against 1,140,606 last year.

SUGAR—Received to-day, 27 hhds. There is little or nothing doing. Common is quoted at 9½@10⅜c; good common to fair 10½@10⅝c; yellow clarified 12½@12¾c ₱ lb.

MOLASSES—There is little or none coming in. Poor plantation fermenting is quoted at 15@25c; good fermenting 25@35c; fair refining reboiled 35@40c; prime 50c ₱ gallon.

FLOUR—The market is dull and drooping. Superfine is quoted at $4 75; double extra $5 75@6; treble extra $6 12½@6 25; good treble extra $6 50@6 75; choice extra $7@8 ₱ bbl. The sales to-day are confined to 1200 bbls, of which 100 double extra at $6; 100 single extra at $5 25; 100 treble extra at $6 12½; 150 good treble at $6 75; 150 do at $6 87½; 100 choice extra at $8 ₱ bbl.

CORN—Is in liberal supply and fair demand; 5000 sacks were sold to-day, of which 1200 yellow mixed at 66c; 500 do at 67c; 1000 and 1500 white at 70c ₱ bushel.

OATS—Are in good supply and fair demand; 750 and 1500 sacks sold at 50c ₱ bushel.

BRAN—Is in better supply, and prices are easier; 700 sacks were sold to-day, of which 400 at $1 05; 100 and 100 at $1 07½; and 100 choice at $1 10 ₱ 100 lb.

HAY—Is in better supply, and the market has weakened; 50 bales prime Western sold at $32; 110 and 250 choice at $34 ₱ ton.

PORK—Is extremely dull, with holders asking $14 ₱ bbl for mess. It is retailing at $14 50 ₱ bbl. On last Friday, not previously reported, 350 bbls mess sold at $13 50, and on Saturday 200 bbls mess at $13 50 ₱ bbl.

DRY SALT MEAT—A lot of 6 casks shoulders sold at 5¾c ₱ lb.

LARD—One hundred and twenty-five kegs refined sold at 11¼c ₱ lb. Tierces are quoted at 10¼@10½c; kegs 11¼@11½c ₱ lb.

BACON—The market is unsteady and prices are irregular. 12 and 40 tierces clear sides sold on private terms; 5, 16 and 20 do at 8⅝c; 5 and 15 tierces sugar cured hams at 16c ₱ lb. Shoulders are quoted at 7c; clear rib sides 7½c; clear sides 8⅝c ₱ lb.

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

ESCULENTS—Potatoes are selling on the levee at $3@3 30 ₱ bbl; onions at $3@3 50; apples at $2@3 50, and sour krout at $12@$13 ₱ bbl; cabbages $12@20 ₱ 100.

POULTRY AND EGGS—Chickens sell on the levee at $3 50@4 ₱ dozen for young, and $7@7 50 for grown, and turkeys at $18@— ₱ dozen. Good Western eggs bring 20@30c ₱ dozen on the levee.

CORN MEAL—Continues in good supply, and prices are easy for buyers. Forty and 300 bbls kiln-dried sold on the landing at $3 ₱ bbl. It is jobbing and retailing from store at $3 37½@3 50 ₱ bbl.

WHISKY—Dull and unchanged. Cincinnati rectified 85c@$1; Indiana —@92½c; 50 bbls choice Cincinnati sold at $1 ₱ gallon.

FREIGHTS—There is little offering for Liverpool, and the rate remains at ½d. No steam room. For the continent there is scarcely anything doing, and the nominal quotations per sail is 1c; coastwise, it is also very dull, and the steamers to New York are taking cotton at ½c ₱ lb.

BALING STUFFS—Dealers sell India bagging 18½@19c ₱ yard in rolls, and 19½@20c in bales; domestic jute at 21½@22c, and hemp and flax at 21½@22c ₱ lb. Iron cotton ties 5@5½c ₱ lb, according to quantity.

Discharging Clerks.

The third auditor will, in his next annual report, recommend the discharge of a large number of clerks now employed in his bureau; and, should this be done, the saving will not be less than $30,000 annually. The reason for this recommendation is based upon the prospective settlement of all the business before this office by the end of the present fiscal year. A similar recommendation will also be made by other auditors, whose force is now larger than all the requirements of the service demand.

A Connecticut man would like to "represint the mechandick and laboring man in the State Assembly irrespectiv of pollytics, relijion or eddicashun."

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, TUESDAY MORNING, August 22, 1871.

WEATHER, BUSINESS, ETC.—The weather Sunday and yesterday had arrived at what might be called "biling hot" and close and sultry, and Old Sol was trying his best to strike somebody, but failed up to the last reports at getting a subject to operate on.

Business on the lower landing was very dull, not a dray load in an hour being hauled to any of the boats, and the only discernible activity was the discharging of the St. Louis steamers, all of which (and we have had many of them in the last few days) bringing in very heavy cargoes of Western produce. At present up freights to St. Louis, Louisville, etc., are very scarce, with the exception of railroad iron, and none too much of that to brag of.

The river marks last evening were thirteen feet six inches below high water gauge of 1862, and the reports from above are that all the streams are falling fast.

Freight rates yesterday ruled at full old card rates to Shreveport; one old card and half to Boon's Bend (which is three miles below Jefferson), and two old cards to the wharf at Jefferson; to Ouachita river it is 75c., $1 to $1 25 to Monroe and Trenton, and double that to Camden.

To Louisville, St. Louis and Cincinnati, we can gather nothing tangible to report on.

The arrivals since our last were the James Howard and City of Quincy from St. Louis, Governor Allen from Vicksburg, Frank Pargoud from Natchez, Gladiola from Red river, Bart Able from Lobdell's Store, Tablequah from Lafourche, Trenton from Opelousas, and Little Fleta from retirement.

The departures were the Frank Pargoud for Natchez, Bart Able for Lobdell's Store, Emilie LaBarge for St. Louis.

[Telegram.]

VICKSBURG, August 20.

To J. T. Moore & Co.:

Passed here at 6 P. M. Full load. Arrive Tuesday and leave on Thursday, 24th, for Cairo and St. Louis.

W. T. BOARDMAN,
Captain iron steamer John T. Moore.

The sprightly little light draught steamer Trenton came in last evening on time from Opelousas, and will return to Washington and all way landings this evening at 5 P. M.

The Cherokee, having done good service for a short season in the Attakapas trade, was towed to the upper part of the city last evening to take a recuperative rest, and the meantime her place will be filled by the Peerless.

The little Fleta, captain Poff, came to the lower landing yesterday, and is loading for Jefferson, to leave on Thursday.

The iron steamer John T. Moore is due today from Cairo, with 1100 tons of Western produce, and will leave again for Cairo and St. Louis on Thursday, twenty-fourth instant, at 5 P. M.

We were glad to welcome back again the favorite mammoth steamer James Howard, and although she has gone through a heap of trouble in sparring and lightering at Choctaw bar, still looks but little the worse of the wear, and after discharging her 2300 tons, she will leave for Cairo and St. Louis on Wednesday, the twenty-third at 5 P. M.

The John Kyle, Captain A. M. Hutchinson, which met with a slight accident at Cairo, a short time since, and was taken to St. Louis for repairs, is now on her way here in as good order as the day she was first launched.

Captain Boardman informs the Cairo *Sun* that the John T. Moore has proved a complete success in every respect, and that in 1872 he will build another iron boat three hundred feet long and fifty feet beam, and she will enter the Cairo and New Orleans trade, leaving Cairo every other week. She will have great power, and will be one of the finest boats ever built.

The hull for Captain John A. Williams' new Arkansas and New Orleans steamer will be launched at Belle Vernon, on Saturday.

The Shreveport *Southwestern* of August 16 says:

The river continues to fall at the rate of one and a half inches in twenty-four hours.

Captain Lee, of the good steamer Gladiola, reports three feet two or three inches on O. K. and Dixie bars, and four feet below Alexandria. On Monday morning the Gladiola passed the Carrie Converse aground on Dixie bar, where she had been for twenty-four hours. Captain Lee leaves this evening, weather permitting, and will probably get a load of cattle at seven dollars a head.

Since our last weekly report the river here has fallen fifteen and a half inches, and has become so low that we are tempted to pull up our peg. At the last report from above, the gate post registered twenty three inches; there were twenty-eight inches in Potato Bend cut-off, and twenty-three thence to Jefferson.

No news from above the raft for several days.

FOR CAIRO AND ST. LOUIS.—The Henry C. Yaeger, Captain J. C. VanHook, clerk James Mellon, leaves this evening at five o'clock, for Cairo, St. Louis, and all way landings.

FOR OPELOUSAS.—The fleet, light-draught steamer Trenton, B. R. Splane, master; T. Jobin, clerk, departs this evening, at five o'clock, for Washington, and all way landings.

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

FOR CAIRO AND LOUISVILLE.—The fine passenger steamer Indiana, being unavoidably detained, will leave this evening, at five o'clock for Cairo and Louisville, and will give through receipts and tickets to Cincinnati. R. E. Neal is in command, with J. Stut Neal in the office.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Tuesday, August 22, 1871.

CLEARED YESTERDAY.

Steamship Austin, Fraian, for Indianola via Galveston.
Ship Caledonia, Carter, for Havre.
Schooner Martha, Newman, for Pensacola.

ARRIVED YESTERDAY.

British schooner Genevra, Glover, from Port Caballo, to S Pillsbury—2d district P T.

TOWBOATS.

Perry, Sturtevant, from the Passes—Towed down and to sea, 14th instant, ship Westmoreland, bark Sitka and brig Delphine—Brought up schooner Genevra.

STEAMBOATS.

City of Quincy, West, from St Louis.
Trenton, Kenison, from Washington.
Belle Ida, Moore, from Lower Coast.
Governor Allen, Campbell, from Vicksburg.
Bart Able, Baranco, from Lobdell's store.
Frank Pargoud, Tobin, from Natchez.
Mary, Carroll, from Mobile.
Flicker, Aucoin, from Donaldsonville.

ARRIVED SUNDAY.

Steamship George Washington, Gager, from New York 12th inst, to A Moulton—2d district.

STEAMBOATS.

James Howard, Pegram, from St Louis.
Gladiola, Lee, from Shreveport.
Tablequah, Dalferes, from Donaldsonville.
Hunter, Saliba, from Lower Coast.

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship Austin—for Indianola—79 bbls flour 40 bbls whisky 250 sks corn 500 cross ties.

For Galveston—1159 bbls flour 75 bbls whisky 175 bbls potatoes 300 sks corn 40 bags coffee 300 bxs bitters.

PENSACOLA—Schooner Martha—138 bbls flour 10 bbls potatoes 3 cks bacon 1100 sks corn 10 sks bran 8 bbls whisky 28 pkgs mdse.

HAVRE—Ship Caledonia—3623 bales cotton 2400 staves.

IMPORTS.

HAVANA VIA FLORIDA PORTS—Steamship Florida—203 hhds sugar 22 tcs sugar 757 cases pineapples and sundries.

PORT CABALLO—Schooner Genevra—2000 cocoanuts 1000 oranges 16 bbls limes 8 parrots and sundries.

MOBILE—Steamer Mary—240 bales cotton 100 hlf bxs tobacco 336 bbls flour and sundries.

RECEIPTS OF PRODUCE.

ST LOUIS—Steamer City of Quincy—Sundry produce.

WASHINGTON—Steamer Trenton—32 bales cotton 13 hhds sugar and sundries.

DONALDSONVILLE—Steamer Flicker—2 bbls of sugar 20 bbls rice and sundries.

LOWER COAST—Steamer Belle Ida—Sundries.

VICKSBURG—Steamer Governor Allen—190 bales cotton 663 sks cotton seed and sundries.

LOBDELL'S STORE—Steamer Bart Able—9 bales cotton 24 sks rice and sundries.

NATCHEZ—Steamer Frank Pargoud—17 bales of cotton 399 sks cotton seed and sundries.

RECEIPTS SUNDAY.

SHREVEPORT—Steamer Gladiola—199 bales of cotton and sundries.

DONALDSONVILLE—Steamer Talequah—Sundries.

ST LOUIS—Steamer James Howard—385 bales of cotton 137 hhds tobacco 7350 bbls flour and sundry produce.

LOWER COAST—Steamer Hunter—Sundries.

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, August 21—72 bbls whisky and sundry produce.

MORGAN'S LOUISIANA AND TEXAS RAILROAD, August 21—4 bales cotton 27 hhds sugar 241 head cattle and sundries.

STEAMBOATS.

CAIRO.

NEW ORLEANS, CHICAGO AND THE WEST.

THE ILLINOIS CENTRAL RAILROAD AND BLUE LINE, VIA CAIRO.

Will Take Freight from New Orleans on first-class steamers, LEAVING DAILY, AT FIVE P. M., FOR Cairo, Chicago, and All Points North, West and East, at the Lowest Rates.

All rates and all through bills of lading from New Orleans by above route given, signed and recognised 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, General Agent. ja14

ST. LOUIS.

For Cairo and St. Louis. Leaves THURSDAY, August 24, at 5 P. M.

For Cairo and St. Louis—The fine passenger iron steamer JOHN T. MOORE, W. T. BOARDMAN, Master; LOWD WALDEN, Clerk; Will leave as above. For freight or passage, apply on board or to JOHN F. DOUGLAS, 4 Tchoupitoulas street. SINNOTT & ADAMS, 11 Commercial place. au22

For Cairo and St. Louis. Leaves on TUESDAY, August 22, at 5 P. M.

The fine 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, No. 135 Gravier street. au22

LOUISVILLE.

Regular Cincinnati, Louisville, Evansville and Ohio River Packet. Leaves on TUESDAY, August 22, at 5 P. M.

For Louisville, Evansville, Henderson, Paducah, Shawneetown, Cairo, Memphis, Vicksburg and all intermediate points—The fine passenger steamer INDIANA. R. E. NEAL, Master, J. STUT NEAL, Clerk. Will leave as above. For freight or passage apply on board, or to C. G. WAYNE, 37 Natchez street. SINNOTT & ADAMS, 11 Commercial Place. THOMAS KEEFE, No 75 Poydras street. N. B.—A plan of the cabin can be seen and state rooms engaged at the office of Sinnott & Adams. au17

OPELOUSAS.

SUMMER ARRANGEMENT. Leaves TUESDAY, August 22, at 5 P. M.,

For Opelousas, Washington, Port Barre, Churchill, Simmsport, Kirk's Landing and all landings on the Atchafalaya river and Bayou Courtableau—The new light draught steamer TRENTON. B. R. SPLANE, Master; T. JOBIN, Clerk. Will leave as above, taking freight for Bayou Des Glaize, Big Cane, etc., connecting at Churchill with steamer Camelia. The Trenton being a very light draught boat, will be able to go through regularly to Washington without detention. For freight or passage apply on board or to W. M. SURLS, Agent, No. 4 Common street. au15

FOUNDRIES.

GEORGE CRONAN, (Successor to Bennett & Lurgan,) SOUTHERN ORNAMENTAL IRON WORKS, Corner Magnolia and Erato streets, Near Jackson Railroad Depot, New Orleans, Louisiana. Blacksmithing and Horseshoeing in general, Vaults, Store Fronts, etc., made to order at the shortest notice. Office at the Foundry. au23 1y

CAUTION.

CAUTION TO CAPITALISTS AND Money Lenders.—Public notice is hereby given that the transfer or negotiation by the Barataria and Lafourche Canal Company of the notes (each for $3000) made and indorsed by the said Company, as follows: Four due first January, 1871; four due first January, 1872; four due first January, 1873, with eight per cent interest, identified with an act of mortgage before George W. Christy, notary public for the parish of Orleans, dated fourteenth December, 1869, will be resisted judicially and by all legal means by the Louisiana Canal and Land Improvement Company, as a violation and fraud of the said last named Company's rights acquired from said Barataria and Lafourche Canal Company by act of lease before the said Christy, notary public, on the twenty-first day of December, 1870. K. A. KNOWLTON, President of the Louisiana Canal and Land Improvement Company. au18 20 23 27*

EDUCATIONAL.

COLUMBIAN COLLEGE, WASHINGTON, D. C.

The PREPARATORY DEPARTMENT of this College opens September 13, 1871.
The COLLEGIATE DEPARTMENT, September 20.
The THEOLOGICAL DEPARTMENT, October 2.
The MEDICAL DEPARTMENT, October 4.
The LAW DEPARTMENT, October 11.
Young men wishing to enter either of the departments should be present at the commencement of the term. J. C. WELLING, President.
For further information inquire of W. STICKNEY, Secretary and Treasurer. au22 2m

MILITARY HIGH SCHOOL, 138 RACE STREET, head of Coliseum Place. T. B. Edwards and Samuel H. Lewis, Principals. Will prepare pupils to enter the Louisiana State University, or any other College in America. A Commercial and Primary Department attached. Military discipline, with daily drill. Circulars to be had at the School, or at James A. Gresham's, 92 Camp street. au20 10m

HOTELS AND RESTAURANTS

PELICAN HOUSE, No. 4 Baronne street. The rooms front Canal and Baronne streets; they are well ventilated and neatly furnished. Permanent and day board very low for the season. au20-1t*

SAZARAC RESTAURANT, 16.....Royal Street.....16, BY SPARICIO. The best of everything in the market, and pure Wines and Liquors, at down town prices. Table service elegant. Waiters polite and attentive. je5

MISCELLANEOUS.

BUILDING PAPER. This is a hard, compact paper, like an ordinary book cover, and is saturated with tar and used on the outside of frame buildings under the clapboards, also under shingles and floors, to keep out damp and cold. It is also used on the inside, not saturated, instead of Plastering, and makes a warm and cheap wall. It costs only from $8 to $30 (according to size) to cover houses on the outside. Samples and descriptive circulars sent free. Address, Rock River Paper Company, Chicago, Or, E. C. PALMER & CO., 93, 95, 97 Camp street, New Orleans, mh6 General Agents for the Southern States.

C. F. HOLLE & CO., COMMISSION AND FORWARDING MERCHANTS, 81 Magazine street, Between Poydras and Lafayette streets, NEW ORLEANS. Dealers in all kinds of WESTERN PRODUCE, WINES AND LIQUORS. Also, agents for the celebrated CINCINNATI LAGER BEER. Liberal cash advances made on consignments. no11 tf

STEAMSHIPS.

BREMEN.

North German Lloyd.

STEAM BETWEEN BREMEN AND NEW ORLEANS VIA HAVRE, SOUTHAMPTON AND HAVANA.

The Steamships of the North German Lloyd will resume their regular trips as follows:

	From Bremen.	From New Orleans.
KOLN	September 16.	October.. 21.
FRANKFURT	October.. 7.	November 11.
HANNOVER	October.. 28.	December 9.
KOLN	November 25.	January 13.
FRANKFORT	December 30.	February 10.
HANNOVER	January 27.	March 9.
KOLN	February 24.	April 6.

Touching outward at Havre and Havana, and on their home trip at Havana and Southampton, to land and receive passengers and freight.

Later days of departure will be advertised hereafter.

PRICES OF PASSAGE

From Bremen, Southampton or Havre to Havana or New Orleans:
CABIN.....$130 gold.
STEERAGE.....40 gold.
From New Orleans or Havana to Southampton, Havre or Bremen:
CABIN.....$150 gold.
STEERAGE.....45 gold.
From New Orleans to Havana:
CABIN.....$50 currency.
STEERAGE.....20 currency.

Passage tickets from Bremen, Southampton or Havre to New Orleans issued by the undersigned. For further particulars apply to ED. F. STOCKMEYER & CO., Agents, jy25 1y 42 Union street.

THE CROMWELL LINE.

For New York Direct.

This Line is composed of the Steamships GEORGE WASHINGTON, CORTES, GEORGE CROMWELL, ST. LOUIS.

The Steamship GEO. WASHINGTON, E. E. VAILL, Commander, SUNDAY, August 27, at 8 A. M. Will leave her wharf, foot of Toulouse street,