[CONTINUED FROM FIRST PAGE.]

a new afternoon paper, edited W. H. Rhea and W. O. Woodson, made its appearance to-day. Its politics are Democratic.

MOBILE, August 28.—The *Register* has kindly furnished the following particulars of the explosion yesterday:

The steamer Ocean Wave left the city Sunday morning with about 200 persons on board for an excursion to Fish river. On her return, she stopped at Point Clear, reaching there at 5 P. M. The boat was made fast, and the band and part of the passengers went ashore.

After remaining half an hour the whistle was blown, and the passengers just got aboard when the boiler exploded with great force. Fragments of timber and metal flew in every direction. The forward part of the boat and cabin were carried completely away. The chimney fell backward toward the rear of the boat, crushing the upper cabin, and the boat immediately sunk with her bow submerged.

About sixty or seventy persons were killed and injured by the explosion. So far, the bodies of nineteen of the dead, eight ladies among the number, have been recovered. Twenty-eight wounded have been brought to the city, and one of the number, a little girl, has since died.

It was appalling and heart-rending. Wilder scenes of grief are seldom witnessed. Many of the passengers were little children, and many little hats and bonnets came ashore to tell of the little victims beneath the waves.

Captain Eaton swam some time with both legs broken. A boat reached him just too late, and he went down. The two pilots were killed. The engineer and wife were severely injured, and all the firemen killed. It is impossible to correctly estimate the loss. By some it is supposed that at least thirty or forty persons are still buried in the debris of the wreck, or at the bottom of the bay. A diver has gone to the scene of the disaster. The accident has cast a gloom over the whole city and a universal sadness prevails.

The Ocean Wave has been for some time considered unsafe. The boat has always been an unlucky one.

A criminal responsibility rests somewhere, and it should be visited on those to whose recklessness and incapacity it is attributable. The system of inspection everywhere is loose, careless and reckless. The boiler was not so much exploded as it was torn open with a long seam. It was so rotten as to literally tear open. Had it been stronger, so as to explode with greater violence, the destruction would have been greater. The force of the explosion was upward and forward.

LOUISVILLE, August 28.—The Monastery mills, belonging to the Trappest monks, at Gethsemane, Nelson county, were destroyed by fire Saturday morning. Loss $14,000.

The Monastery building, one of the largest and finest in the country, near the mill, narrowly escaped burning.

A large sum of money recently sent from France to this community was lost, and the monks are left without the means to rebuild.

The failure of the crops, and this calamity leave the monks in a very needy condition, and they appeal to the public for contributions to aid their subsistence till the next year's harvest. Even the wool for winter clothing was destroyed.

MEMPHIS, August 28.—Thirty masked disguised negroes rode into Commerce, Mississippi, on Thursday last, and remained over Thursday and Friday, but beyond threats had committed no violence at last accounts.

CINCINNATI, August 28.—A large number railroads, mostly south of the Ohio river, will bring visitors to the Cincinnati exposition at half fare.

**Weather Report.**

WAR DEPARTMENT,
Office Chief Signal Officer,
Washington, August 28, 1871, 5:30 P. M.

SYNOPSIS OF THE PAST TWENTY-FOUR HOURS.

The area of the lowest pressure in New York has moved eastward of our stations. The high barometer Sunday evening on Lake Superior has extended east and northward, and is now beyond our stations. The area of the lowest barometer, which was then the Indian Territory, has moved northeastward and is now central in northern Illinois. Its influence extends southeastward to the Blue Ridge and northward beyond Lake Superior. The barometer has fallen most rapidly from Lake Superior to Lake Erie. Southerly winds, with cloudy weather and occasional rains, are reported from northern Georgia to Ohio and northwestward, and easterly winds from Lake Superior and Minnesota. Partialy cloudy and clearing weather north and east of Maryland.

PROBABILITIES.

Southerly winds, with cloudy and rainy weather, is probable for Tuesday on the Southern and Gulf coast. Clearing weather from Wisconsin to Arkansas and westward. The area of lowest pressure will probably move northeastward over Lake Huron, with rain and fresh southerly winds on the lower lakes, and easterly winds on Lake Superior. Threatening weather and light rains in the Middle and Eastern States. Dangerous winds are not anticipated.

**River Intelligence.**

SOUTHWEST PASS, August 28, 6 P. M.—Barometer 29:90. Wind southwest and light. Arrived: Ship Felicia, Murray, master, sixty-one days from Liverpool, with general cargo, to Meeker, Knox & Co. Sailed: Bark Charles Auguste.

MEMPHIS, August 28.—Weather cloudy and warm. River falling. Passed down: R. P. Walt. Passed up: H. C. Yaeger.

PITTSBURG, August 28.—The Monongahela has three feet and rising slowly, with fourteen inches at Oil City. The John T. Talle was successfully launched at Elizabeth to-day.

LOUISVILLE, August 28.—River stationary, with thirteen inches in the chute and five feet on Portland bar, six and a half on Grassy flats and twenty-six inches on the shoalest bars between Louisville and Evansville. Weather cloudy and pleasant. Business brisk. Arrived: Ada Heilman, from Cairo. Departed: Ada Heilman and P. W. Strader, for St. Louis.

The Strader was attached at New Albany yesterday, but gave bond and left this morning.

The Nick Longworth is loading for New Orleans.

VICKSBURG, August 28.—Passed up: Susie Silver at 6 P. M. Weather warm and clear. River falling.

CINCINNATI, August 28.—River six feet and rising. Weather cloudy.

ST. LOUIS, August 28.—Arrived: City of Chester from Memphis, Emilie and barges from New Orleans, City of Vicksburg from Vicksburg. Departed: City of Chester for Memphis, Carrie V. Kountz for New Orleans. River falling. Heavy showers during the day. Freight to New Orleans: flour 35@60c. to Vicksburg 60c; to Memphis 40c; pound freight 35@40c.

## MARKETS.

**Domestic Markets.**

NEW YORK, August 28—Evening.—Cotton quiet and firm; sales 1300 bales; middling uplands 19¼c; Orleans 19⅝c. Flour quiet and unchanged. Whisky firmer at 93@93½c. Wheat heavy and 3@4c lower. Corn slightly favors buyers at 66½@67c. Rice firm at 8½@9½c. Pork a shade firmer at 13¾@13⅞c. Lard steady; kettle 10c. Naval stores and tallow steady. Freights firmer.

Coffee firm; Rio 14¼@17c. Sugar firm; fair to good refining 9⅛@9½c; Cuba 9@9¼c. Molasses dull. Beef dull at $7@11 or plain mess; $11@14 for extra mess.

CINCINNATI, August 28.—Cotton in fair demand; low middling 17¼c. Flour steady and in moderate demand; family $5 60@5 75. Wheat firm and in fair demand at $1 16@1 18. Corn in light demand, but holders firm at 57c. Rye 65@68c. Oats and barley unchanged. Eggs firm. Butter scarce and firm; choice 20@22c. Pork firm at $12 50. Bulk meats in light demand, but holders firm; shoulders held at 5¼c; sides 6¼c. Bacon in fair demand; shoulders held at 6¼c. Whisky quiet and unchanged.

ST. LOUIS, August 28.—Flour dull; superfine fall $3 75@4 25; extra $4 25@4 50; double extra $4 75@5 10. Wheat in good demand; No. 3 red fall in elevator $1 23; No. 2 red fall $1 38. Corn: mixed bulk 41½@42c. Oats dull; No. 2 in elevator 34@34½c; mixed sacked 38c. Barley: No. 2 65c. Rye 59c. Whisky 88½@89c. Mess pork $13. Bacon unchanged. Lard: prime kettle 8¾c. Hogs $4@4 25. Cattle quiet; Texas $1 75@3 75; native $3 25.

**Foreign Markets.**

LIVERPOOL, August 28—Evening.—Cotton closed strong; middling uplands 9½d; Orleans 9⅜d; sales 15,000 bales; speculation and export 3000. Turpentine 36@37s.

[Yesterday's Evening Dispatches.]

NEW YORK, August 28.—A jury, wholly composed of colored men, was impaneled in Flushing on Saturday to try the case of an Irishman charged with assault.

The defendant protested so vehemently against being tried wholly by colored men that the court took the responsibility of discharging the jury and ordering a new panel.

The loss by the great fire at Point-a-Petrie, Guadaloupe, will amount to between six and eight millions of dollars.

The French section of the International Society in this city have resolved to accept the invitation of the Workingmen's Union to take part in the great demonstration arranged for the fifteenth of September, provided their section be allowed to carry the red flag.

LONDON, August 28.—The ships Typhoon and Keeling have been wrecked, and several persons lost.

WASHINGTON, August 28.—Martin's Industry light, off Port Royal, was driven from its station by a recent gale. It will be replaced in a few days.

PARIS, August 28.—Deaths for the past week were eight hundred and twenty-three, including six deaths from cholera.

VERSAILLES, August 28.—Advices from Algeria show that the insurrection there is of a very serious character. All the Yabra villages have been destroyed, and the rebels are attacking the tribes that remain faithful to the French.

## APPALLING RAILROAD ACCIDENT.

**Twenty-four Persons Killed—Collision on the Eastern Railroad.**

[From Monday's Dispatches to Associated Press.]

BOSTON, August 27.—The Bangor express ran into the Revere train seven miles from Boston. Eighteen men and three women are dead, and forty to fifty persons are wounded.

The particulars of the accident on the Eastern railroad, at Revere last night, are appalling. The express ran into the accommodation train at full speed, with such force that the engine and tender reached the centre of the last car, which was demolished. This car was crowded with passengers, sitting and standing. The woodwork instantly took fire, and the scene which followed was terrible. The boiler of the engine burst, and the victims were enveloped in a cloud of steam and deluged with hot water.

The flames were at last extinguished, but there were but few of the passengers in the car (who were not instantly killed by the collision) who escaped the fatal effect of the steam. The other cars in the accommodation train took fire from the upsetting of the kerosene lamps, but the passengers got out in time.

The number of the dead so far is twenty-four, among them the Rev. Dr. E. Sera Garnott, of Boston.

At the time of the collision the accommodation train for Beverly had its signal lights behind, and the red signal light was hoisted at the mast head of the signal post for the express, upon which it did stop at Everett, but subsequently proceeded, and was under full headway, then near Revere Station, the engineer evidently not being aware of the Beverly train, until perhaps within sixty yards of it. He then whistled down breaks, but not soon enough to avoid the calamity.

Some of the passengers in the rear of the accommodation train heard the whistle, but too late to escape. On came the express train at great velocity, and the engine struck the rearmost car full in the centre and forced its way in a telescope manner. The car was crowded with people, every seat being occupied and many standing in the aisle. In among these the locomotive rushed, quick as a flash, just as the Beverly train had started, mangling and killing in the most terrible manner. Subsequently the boiler exploded, and the shattered lamps fired the cars.

Dozens of poor creatures were jammed with the wood and iron works, and could not get out. The ax was applied vigorously, and soon a rope was applied to the sides of the car. All remaining of the frame work was pulled assunder, and the dead and mangled bodies were taken out carefully, and speedily placed on a platform. Some were pinned with splinters; some had their arms and legs broken, while others were mangled beyond recognition. Most of the dead were apparently free from bruises, but the peeling of the skin and the deathly pallor which overspread the flesh, told plainly that steam and scalding water had caused death.

## THE TURF.

**Longfellow's Defeat Explained—He is Lamed for Life.**

NEW YORK, August 24.—Intelligence from the Saratoga races report that Longfellow strained a tendon on one of his fore legs during the race, and that he is ruined for life. Intense excitement was caused by the race and its result. Helmbold's driver had instructions to keep close to Longfellow until coming on the third mile. From one hundred and fifty to two hundred thousand dollars changed hands on the result. Harper was downcast, and said he was the victim of luck.

SARATOGA, August 24.—A correspondent writes as follows concerning the four-mile race yesterday:

1. Lonfellow was not in condition. Choice judges who visited the track this morning at daylight noticed that he was not feeling in his accustomed spirits. His skin was tight. Notwithstanding he ran two miles ten minutes before the race, he hardly raised a sweat.

2. Why was he allowed to run this two miles around the track, and half way round and back, just before entering on the four mile race? In reality Longfellow ran six miles. Horsemen are amazed at Harper's seeming lack of foresight, but do not doubt his integrity.

3. Was it a fair race? Questions are being asked on this point. There is not a shadow of a doubt that Harper acted religiously and in the highest good faith. He was afraid to even trust his old rider, Bob Swim, a white boy, for he might have been trifled with, and he believed, though he was not so good a rider, that he could trust Enquirer Joe, a black boy whom he had raised himself. But to make assurance doubly sure, he did not let Enquirer Joe go out of his sight for six days preceding the race.

4. John Harper lost forty thousand dollars when Longfellow threw the race, for the horse was worth $60,000 yesterday, and to-day no one would give $10,000 for him. Any one sitting beside John Harper during the race could never doubt the old man's integrity and his absolute faith that he was going to win the race until the last mile, nor his terrible disappointment at the final result.

**Remitting Penalties.**

A Washington dispatch says:

The officers of the government have recently been levying penalties in $200, under the new law, on vessels not supplied with the torch prescribed in the law, to be lighted and exhibited on the quarter approached by vessels when meeting. On application for remission, the Secretary of the Treasury decided that the penalty can not be collected under the law simply for a failure to have the torch at all times on board; actual failure to show the lighted torch on the approach of a steamer in the night must be proved or admitted to bring the case within the language of the law. The fines exacted have accordingly been refunded.

Just the place to fight a duel is mentioned by the Bay St. Louis *Gazette:*

We advise those of our New Orleans readers who want to fight a duel and still steer clear of the law, to stop at Pearl river, the dividing line between Louisiana and Mississippi, where a large railroad bridge passes over from one State into another. Taking their position at the usual distance on the middle of that bridge, one of the duellants will be in Louisiana and the other in Mississippi, and if either is killed, the other would be hard to convict. Part of the crime would be committed in St. Tammany parish, Louisiana, and part in Hancock county, Mississippi, and the Grand Jury of neither county nor parish would have complete jurisdiction and recognizance.

A Kentucky man unites the avocations of blacksmith and barber. In moments of abstraction he uses a man's face as an anvil and the razor as a hammer. This treatment wears out the anvil rapidly.

## Monetary--Commercial.

**MONETARY.**

OFFICE OF THE DAILY REPUBLICAN,
MONDAY EVENING, August 28, 1871.

The demand for accommodations at bank continues to increase, though it has not yet been sufficient to cause any change in the tone of the money market. On the street a small amount of business is doing at our previous quotations, which are 8 ⅌ cent ⅌ annum for Al notes with unquestionable collaterals; 8@10 for good do and Al short business paper without collaterals; 12@18 for good and second grade business paper without collaterals; 10@12 for Al long do and 9@— for Al mortgage notes, and 10@12 for good and second grade.

Gold opened at 111¾@112 (against 112⅜ at New York) and closed at the opening rates (against 112⅛). The market continued very dull, with very little demand either for the Customhouse or for speculation. We notice that some of the dealers are still shipping to New York, in preference to accepting the comparatively low rates current in this market. The sales included $1000, $2000, $3000, $5000 and $6000 at 111¾, $5000 at 111⅞, and $1000, $1500 and $10,000 at 112.

Nothing appeared to be doing in silver. It is quoted nominal at 105½@106½ for American half dollars, and 1½@2 ⅌ cent premium in gold for Mexican dollars.

Foreign exchange was quiet, with sales of sterling to about the same extent as on Saturday, and no quotable change in rates. The business embraced £7000, of which £2000 bill of lading at 121½; £4000 first class, equal to private bankers', at 122¼, and £600 private bankers' cable transfers at 124⅛. We quote sterling at 121½@121¾ and 122 for good to Al bill of lading and clear, and 122½ for bank.

Domestic exchange continued steady and strong. The banks drew on New York at ⅜ ⅌ cent premium for remittance, and the sales included $30,000 commercial New York sight at 3-16 premium; $10,000 and $12,000 at ¼; $10,000 private bankers' at 9-32, and $50,000 bank at 5-16.

The bank remittance rate for New York gold checks was ⅜ ⅌ cent premium. We heard of no round sales.

Operations in stocks were still confined principally to the "fancies," the sales of other shares continuing very small. Several days since, not reported, 30 shares New Orleans National Banking Association brought $39 25, and to-day 20 Hibernia Bank $133; 40 Pneumatic Propelling Company $5, an advance; 60 do $5 25, and 60 do $5 50. There were sales and resales of Louisiana Levee as follows: 100 shares at $9; 200 at $9 25; 200 at $9 37½; 100 at the same; 100 and 200 at $9 50; 100 and 500 at $9 75, and 500 at $10.

Nothing reported in bonds.

One thousand dollars in State warrants sold at 55.

City treasury notes are nominal.

**COMMERCIAL.**

MONDAY EVENING, August 28, 1871.

COTTON—The sales to-day embrace about 650 bales at full prices, requiring, however, only a slight variation in our quotations. 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 | 13⅝@14⅜ | — |
| Ordinary | 14⅝@15⅜ | 15½ |
| Good ordinary | 16⅝@16⅝ | 16⅝ |
| Low middling | 17 @17½ | 17½ |
| Middling | 13 @13½ | — |
| Strict middling | —@— | — |
| Good middling | —@— | — |

The market was strengthened by an advance 1-16d at Liverpool and ¼c at New York, but with a scarcity of the descriptions wanted the few buyers out were unable to purchase to any extent, unless above their limits. Nearly all the purchases were by one broker, two others participating in the business to a limited extent.

The Exchange reports: "A fair demand, at full prices."

COTTON STATEMENT.

| | | |
|---|---|---|
| Stock on hand September 1, 1870—bales | | 20,696 |
| Arrived since last statement | 493 | |
| Arrived previously | 1,526,226 | |
| City baling from samples, etc | 13,934 | —1,545,453 |
| Total | | 1,566,149 |
| Cleared to-day | | |
| Cleared previously | 1,536,265 | |
| Burnt | 669 | —1,537,064 |
| Stock on hand and on shipboard | | 29,085 |
| Stock on hand last year | | 21,703 |

Receipts proper since Saturday evening 403 bales, against 850 last Sunday and Monday, and 351 same time last year, making an aggregate since Friday evening of 1090 bales, against 1028 for the corresponding time last week and 473 last year, and since August 31, of 1,444,003 bales, against 1,141,471 last year.

SUGAR—Only 3 hhds were received to-day. Common Louisiana sugar is quoted at 9½@10⅜c; good common to fair 10½@10⅝c; good fair 11c; fully fair 11¾c; prime 12c; choice 12¾c; yellow clarified 12⅛@12¼c; refinery yellow clarified 12¼@12¾c; white 13@13½c ⅌ lb.

MOLASSES—Received to-day 7 bbls. The receipts from plantations are very inferior in quality, and consist of remnants of cistern bottoms which is quoted at 12@18c ⅌ gallon. Refinery reboiled is quoted 35@60c ⅌ gallon, as in quality; golden syrup at 90c ⅌ gallon.

FLOUR—The market is very dull with a large stock on hand, and prices are nominal. Superfine is quoted nominally at $4 50; double extra $5 50; treble extra $5 87½@$6; good treble extra $6 12½@6 25; choice extra $6 50@6 75; family extra $7@$8 ⅌ bbl; 100 bbls good treble sold at $6 37½; 100 do at $6 50, and 50 at $6 75 ⅌ bbl.

CORN—Is in fair supply and limited demand. About 2000 sacks were sold to-day, of which 200 mixed at 66c; 200 yellow at 67c; 200 white mixed at 68c; 800 white and 200 choice yellow at 70c, and 100 St. Charles county at 72c ⅌ bushel.

OATS—Are also in fair supply and limited demand; 150 small sacks sold at 49c; 500 and 500 at 50c ⅌ bushel.

BRAN—Is dull; 100 and 200 sacks sold at $1 05 ⅌ 100 lbs.

HAY—Is dull; 50 and 100 bales choice Western sold at $30, and 50 do at $30 50 ⅌ ton. Prime is quoted at $27@28 ⅌ ton.

PORK—Continues quiet but firm, with mess held at $14@14 25 ⅌ bbl and no sales. It is retailing at $14 25@14 50 ⅌ bbl.

BREAKFAST BACON—Seventy-five boxes Western sold on private terms. It is quoted at 10@10½c ⅌ lb.

LARD—A lot of 150 kegs refined sold at 11½c ⅌ lb. Kegs are quoted at 11¼@11½c; tierces 10¼@10½c ⅌ lb.

BACON—The market is firm, with a good demand. About 100 casks were sold to-day, of which 50 casks shoulders at 7c; 10 do clear rib at 7⅜c; 5 and 5 do at 7¾c; 16 and 17 do clear sides at 8⅜c; and 10 tierces sugar cured hams at 14½c ⅌ lb. On Saturday, not reported, 35 casks clear sides at 8½c ⅌ ⅌. Shoulders are now quoted at 7c, clear rib sides at 7¾c, clear sides 8⅜@8¾c, sugar cured hams 10@12c for ordinary and 14@15½c for good and choice.

DRY SALT MEAT—Shoulders are quoted at 5¾c ⅌ lb.

CORN MEAL—Is in better demand, and pricers are firmer. Fifty and 150 bbls sold on the landing at $3 25, and 30 bbls at $3 35 ⅌ bbl.

POULTRY AND EGGS.—Chickens are selling on the levee at $7@— ⅌ dozen for grown, and $4 for young; turkeys at $18. Western eggs dull and lower. They now sell at 15@22c ⅌ dozen on the levee.

WHISKY—There is a steady demand in a jobbing way at 97½c@$1 ⅌ gallon for choice rectified and 92½@94c for common.

ESCULENTS—Potatoes are selling on the levee at $2 50@3 50 ⅌ bbl, onions at $2 50@3 50, and apples at $1@2 50 ⅌ bbl. Sour krout $10@12 ⅌ bbl. Cabbages $8@15 ⅌ 100.

FREIGHTS—Very little movement in any direction, and rates are nominally unchanged: Liverpool, sail, ¼d; continent, 1c; New York, steam, ½c; to Boston, ¾c on cotton and 65c on flour.

COFFEE—Market inactive and quotations nominal at 16@16½c ⅌ lb (gold, duty paid) for prime; 15½@15¾c for good, and 15@15¼c for fair.

The *Empire Parish Register* says of the weather:

The warmest weather of the season has prevailed during the past week. We have not, however, been without the usual westerly and southerly breezes. An occasional shower has also come along to assist in abating the heat of the sun. Altogether, the weather has been favorable for the growth of the cane. It has been especially favorable for rice cutting.

## River Intelligence.

OFFICE OF THE DAILY REPUBLICAN,
TUESDAY MORNING, August 29, 1871.

WEATHER, BUSINESS, ETC.—The weather yesterday was threatening during the entire day, with heavy clouds moving, which indicated rain before many hours. The air was pleasant and cool, and more invigorating than it has been for some time back.

Business on the levee was, as is usually the case on Mondays, dull, and but little freight moving, all hoping for a better time to-day, or else the Tuesday packet trips will be light. On the upper landing the usual activity prevailed only with unloading steamers.

The river marks even thirteen feet nine inches below the high water mark of 1862.

Freight rates to Shreveport had advanced to full old card rates; all others unchanged.

The arrivals since our last were the Era No. 10, from Shreveport; Bart Able, from Lobdell's Store; Tahlequah, from Bayou Lafourche; John Kyle, from St. Louis; Frank Pargoud, from Natchez; Lucy Keirn, from the docks, and Colossal, from Arkansas river.

The departures were the Bart Able, for Lobdell's Store; Lucy Keirn, for Yazoo river; Frank Pargoud, for Natchez, and C. B. Church, for St. Louis.

[Telegram.]

VICKSBURG, August 27.

To Messrs. Boffinger & Pegram:

Commonwealth will arrive Tuesday noon and leave Wednesday.

J. S. SEDAM, Master.

The Flavilla came to the lower levee looking as clean as a new pin, and will leave on Thursday for Jefferson.

The Andy Johnson came out first at St. Louis in the race between her and the Dexter.

The John T. Moore went up to the Fourth District, yesterday, to take a rest until times get better.

The Colossal arrived from Arkansas river yesterday with 114 bales of cotton and 100 cords of ash wood. She sustained a slight accident during the trip, and will be compelled to go on the docks for repairs. She left the Belfast aground at Choctaw bar.

The Marcella will be out in a short time as good as new, having been thoroughly overhauled and repaired for her new trade in the lower coast.

[Telegram.]

SHREVEPORT, August 26.

M. W. Joyce:

Carrie Converse arrived Tuesday. Good trip. Leaves Thursday.

G. W. REA, Master.

The Southwestern came to the landing yesterday, and will load for St. Louis, to leave this evening.

FOR CAIRO AND ST. LOUIS.—The steamer John Kyle, Captain Abe M. Hutchinson, W. M. Brown, clerk, leaves this evening at five o'clock, for Cairo, St. Louis and St. Paul. Her cabin accommodations are first class, and her officers polite and attentive.

FOR JEFFERSON.—The steamer Era No. 10, Captain W. H. Kouns, Hotchkiss and Lyon, clerks, departs this evening at five o'clock, for Shreveport, Jefferson and all way landings on Red river.

## Marine Intelligence.

OFFICE OF THE REPUBLICAN,
Tuesday, August 28, 1871.

**CLEARED YESTERDAY.**

Steamship Morgan, Lockwood, for Indianola and Galveston

**ARRIVED YESTERDAY.**

Steamship Hudson, Staples, from Cedar Keys via Apalachicola, to I K Roberts—1st district 13
Ship Felicia Murray, from Liverpool June 24, to Meeker, Knox &co—Point

TOWBOATS.

Ocean, McLellan, from the Passes—Towed down and to sea, 23d instant, ship Caledonia and schooner Salvador—Brought up ship Felicia

STEAMBOATS.

Frank Pargoud, Tobin, from Natchez.
Governor Allen, Campbell, from Vicksburg.
Bart Able, Baranco, from Lobdell's store.
Tahlequah, Dalferes, from Donaldsonville.
Hunter, Saliba, from Lower Coast.
Belle Ida, Moore, from Lower Coast.
Mary, Carroll, from Mobile.

**ARRIVED SUNDAY.**

(No arrivals from sea.)

STEAMBOATS.

John Kyle, Hutchinson, from Cairo.
Frances, Blakeslee, from Mobile.
Era No 10, Kouns, from Shreveport.
Alice, Porter, from Amite river.

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship Morgan—for Indianola—400 bbls flour 20 bbls sugar 100 sks oats 300 sks corn 30 bags coffee

For Galveston—1300 bbls flour 100 bbls lime 300 sks oats 20 bbls whisky 20 hxs bacon 20 bags coffee 500 sks corn 50 bales hay 525 pkgs sundries

IMPORTS.

MOBILE—Steamer Frances—159 bbls turpentine 160 bbls lime 40 bales mdse 161 pkgs tobacco and sundries

MOBILE—Steamer Mary—Sundries

RECEIPTS OF PRODUCE.

VICKSBURG—Steamer Governor Allen—191 bales cotton 222 sks cotton seed and sundries

NATCHEZ—Steamer Frank Pargoud—16 bales of cotton 5 sks seed cotton 21 sks cotton seed and sundries

LOBDELL'S STORE—Steamer Bart Able—4 bales cotton 25 sks seed cotton 2 bags wool and sundries

DONALDSONVILLE—Steamer Tahlequah—9 hhds sugar and sundries

LOWER COAST—Steamer Hunter—100 bbls rice and sundries

LOWER COAST—Steamer Belle Ida—Sundries

RECEIPTS SUNDAY.

CAIRO—Steamer John Kyle—38 hhds tobacco and sundry produce

SHREVEPORT—Steamer Era No 10—30 bales cotton 230 head cattle and sundries

AMITE RIVER—Steamer Alice—25 cords wood 20,000 shingles 20,000 feet lumber 15 sks cotton seed and sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, August 28—105 bales cotton and sundry produce

MORGAN'S LOUISIANA AND TEXAS RAILROAD, August 28—3 sks cotton seed 191 head cattle and sundries


## MISCELLANEOUS.

FORSYTH UNITED STATES STANDARD SCALES.
The Strongest Scale Made.
Every scale warranted, in every respect; 250 varieties, adapted to every branch of business.
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Free consultation every morning in the above office from eleven to twelve o'clock by any of the City Physicians.
au9 1m A. SHELLY, Public Dispenser.

MADAME BLACK, THE GREAT INDIAN Astrologist, is still at 191 Carondelet street, near Julia. She will disclose to you past, present and future events of your life, whether connected with marriage, business, etc. Has a sure remedy for rheumatism, and for reconciling estranged lovers. Satisfaction given or no pay. my4 1y

CLAIMS COMMISSION.
The undersigned has made ample arrangements with counsel in the City of Washington for the prosecution of claims against the United States under the late act of Congress.
Address Washington, District Columbia, No. 1423 I street, corner of Fifteenth.
ap19 JOHN M. G. PARKER.

C. S. HUNT & CO.,
MACHINERY DEPOT,
No. 185 Gravier Street, New Orleans.
Manufacturers' Agents for
E. CARVER COMPANY'S CELEBRATED COTTON GINS AND LINTERS.
P'AKE'S STEAM PUMPS,
Of all kinds.
Boston Machine Company's Engines; Portable and Stationary Boilers; The Barker 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, Woodworking and all kinds of Machinery, Belting, Shafting and Pulleys, on hand, or will be furnished at short notice, at Manufacturers' Prices.
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## RAILROADS.

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.
ap22

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.

3:30 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.
my14 WILLIAM BR DELL, Ticket Agent.

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

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 DORWIN,
General Southern Agent, Louisville.
ly5 1y

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 Sight 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. S. SHATTUC,
General Southern Agent, Cincinnati, Ohio.
je2 1y

## MISCELLANEOUS.

PACIFIC WINE COMPANY,
Organized for the sale of
PURE CALIFORNIA WINE AND BRANDY.
VINEYARDS IN ELDORADO COUNTY, CALIFORNIA.

CHARLES B. PETTIT, Treasurer and Business Agent—Office and Salesrooms, No. 98 Camp street, New Orleans.

This company is composed of the owners of vineyards in the best grape district of California, who have formed an association for the purpose of selling their own Wines and Brandy.

The following list comprises a part of their products now ready for the market:

| | |
|---|---|
| WHITE WINE, | ANGELICA, |
| RED WINE, | MUSCAT, |
| CLARET, | CATAWBA, |
| HOCK, | ISABELLA, |
| OLD MISSION, | SPARKLING, |
| SHERRY, | WINE BITTERS. |
| TOKAY, | GRAPE BRANDY, |
| PORT, | BRANDY BITTERS. |

**All their Wine and Brandy Warranted Strictly Pure.**

Arrangements are now perfected for weekly shipments, direct from the vineyards, thus insuring a full and constant supply of these PURE AND DELICIOUS WINES.

Dealers, physicians and families are requested to call and examine in regard to quality and price.

All orders should be addressed,

PACIFIC WINE COMPANY,
mh19 6mo No. 98 Camp street, New Orleans.

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 $3 to $30 (according to size)