

New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES OFFICIAL JOURNAL OF NEW ORLEANS

THE DAILY REPUBLICAN

Published every day (Sundays excepted) at No. 100 Camp street. Price \$15 a week in advance. Single copies ten cents.

Advertisements inserted every other day at the rate of \$10 per square for the first week, and \$8 for each subsequent week. For longer terms, apply to the office.

Business notices of advertisements to be inserted at intervals to be charged on each insertion.

Regular advertisers, who advertise largely, will be allowed such discount from above named rates as may be agreed upon; provided, that the same shall not exceed twenty-five per cent.

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To New York in Thirty-eight Hours.

Now that the St. Louis route to New York is becoming popular, passengers leaving the Mobile depot at the foot of Canal street, and going through to St. Louis without change of cars, following from the St. Louis to New York, on Sunday, possesses peculiar interest.

The world toward a realization of Puck's wild boast, that he would circle around the world in forty minutes, since Shakespeare first penned the words, has been so astonishingly rapid that we can almost expect a practical accomplishment. In one respect this idle thought of the poet's brain has proven prophetic, and it won't be many years before the harassed lightning will draw with a fiery dash this wonderful globe around its axis. But the announcement which has suggested these remarks, "thirty-eight hours from St. Louis to New York," bears information of an equally vast project, and that is, the construction of a steamship lighting express that will whirl us all about the world in half an hour, the increase in the speed of traveling since the day when the Bard of Avon lumbered around his theatricals in the old-fashioned round coach, has been so remarkable that there is just as great reason for astonishment as there would be in its practical accomplishment. It is not in the least probable that it will be long before a month's tedious journey by boat and stage to reach New York. Now, one of the most enterprising men in the world, a man who has made a name for himself by his rapidity in business, has just announced that he will make a trip to New York in thirty-eight hours to tide water.

It is difficult to realize that but one day needs be spent in the globe, and only that much time lost by the merchant or business man going to New York. Witness the results. An active man can leave here Saturday evening, spend the whole of Monday attending to his business, and be back on Wednesday morning in St. Louis, bright and fresh as usual. Time has been well nigh annihilated, and the most gratifying result in connection with the matter is that the appliances of comfort and convenience, which invention has supplied the modern traveler, are so numerous and perfect in their use and pleasure, that no appreciable fatigue accompanies it.

Magnificent drawing-room cars of Pullman's best style, run with this train from New York to St. Louis, and there are no annoying or disagreeable changes to make on route. The elegant reclining chairs, sofas and settees in the day time, the soft easy cushions at night, the elegant mirrors, elegant carpeting and abundant supply of cold, clear water, the officious attendant ready at hand to supply every need, all combined make the passenger believe that he is in a first-class hotel. The parlor instead of rushing along forty miles an hour. The importance of this fast train is so great and the benefit to the country so manifest, that we can not refrain from testifying right here to the remarkable efficiency which characterizes the management of the line, to which we are indebted for its establishment, in its rapidity and in its convenience, in which this train is run, offers an example to other railroad companies which they would find it profitable to follow. The rapidity of the train is so great, that by carefully entering to the wants of the public, constantly providing new facilities, it has acquired great popularity and enjoys a liberal patronage as that of the oldest established line. The last effort to meet the pressing want of quick transportation East is only in pursuance of its regular policy, and is sure to meet the universal approval which has made the other efforts successful.

Meteorological and River Report.

The signal service, United States army, reports, for the benefit of commerce, the meteorological record, and rise or fall of the rivers, at 3:43 P. M., local time, yesterday, as follows:

Table with columns: Station, Rise, Fall, Water, etc. Includes stations like St. Louis, Cairo, Memphis, etc.

RIVERS.

The river here is four feet six inches below high water mark of 1871.

This is what the New York Nation says:

It is plain to the possibility that the Southern whites will go for Greeley, and that the Baltimore convention will have little power over them. The disposition of the Northern Democrats seems to be doubtful as yet. Yet it appears to lose none of its courage, and has been making a violent anti-Greeley speech at his home in Indiana, and seems ready to stake his political existence on Greeley's not getting the Baltimore nomination. What the rank and file think is very difficult to make out. Of the three leading Democratic papers of the North, the World, the Cincinnati Enquirer, and the New York Tribune, the latter supports him; but a good many of the leading men have declared for him, and others favor him, but reserve final decision till the next election. The German shows distinct signs of coming over. The New York Tribune announces the preparation, by Mr. Schurz, of a great pro-Greeley "campaign speech," shortly to be delivered. We venture to assert that there is no foundation for this story; that Mr. Schurz will deliver no speeches for Greeley, and could not honestly deliver any; and that if he simply keeps silent, Greeley will have reason to be grateful to him.

California sets liquor laws at defiance

with the discovery of a natural spring whose flow, instead of the loosening influence of most mineral waters, has the effect of making those who drink it "tight."

"Ducktown" is an East Tennessee town

by which the "beautiful Occaneeches madly, wildly along." Hiwassee was the primitive name for the village.

A new hotel, with over eighty rooms,

costing \$125,000, is nearly completed at Bristol, Vermont.

A fish-boat in Michigan had his dam

out by a enemy in the night, and millions of young trout escaped. The loss was \$3000.

A Jacksonoville, Illinois, urchin tied

the baby carriage to a live mare's tail, and his little brother got a deadly ride, and a broken head.

"Babies taken and finished in ten minutes"

is the announcement of a Western photographer.

OFFICIAL.

Laws of the United States Passed at the Second Session of the Forty-Fifth Congress.

[GENERAL NATURE—No. 1.]

An act relating to the limitation of steam pressure on towing and freight boats on the Mississippi river and its tributaries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of an act entitled "An act to provide for the better security of life on vessels propelled in whole or in part by steam," approved February twenty-one, eighteen hundred and seventy-one, so far as they relate to the limitation of steam pressure of steamboats used exclusively for towing and carrying freight on the Mississippi river and its tributaries, are hereby so far modified as to substitute for such boats one hundred and fifty pounds of steam pressure in place of one hundred and ten pounds, as provided in said act for the standard pressure upon standard boilers of forty-two inches diameter, and of plates of one-quarter of an inch in thickness, and such boats may, on the written permit of the supervising inspector of the district in which such boats shall carry on their business, be run at a higher pressure, and after the passage of this joint resolution, be permitted to carry steam above the standard pressure of one hundred and ten pounds, but not exceeding the standard pressure of one hundred and fifty pounds in the square inch.

J. G. BLAINE, Speaker of the House of Representatives.

SCHUYLER COLFAX, Vice President of the United States and President of the Senate.

C. S. GRAHAM, President of the Senate.

[GENERAL NATURE—No. 2.]

An act to establish post-roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as post-roads:

ALABAMA.

From Gordon, via Sellers, to Campbellton, in Florida.

From Cross Plains, via Collinsville, Gidley, Thompsonville and Huff's Gap, to Brook's.

From Jasper to Elyton.

From New Orleans to Springville.

From Chappellee to Springville.

From Columbia to Fort Gaines, in Georgia.

ARKANSAS.

From Binkley to Jacksonport.

DAKOTA.

From Bon Homme to Springfield.

FLORIDA.

From Deadman's Bay, via Spring Warrior, Hampton Springs, Perry Courthouse, Lovett's Mills, St. Augustine Crossroads, McCall's Academy, to Quitman, in Georgia.

From Marietta, via Appopka and Oakland, to Orlando.

GEORGIA.

From Washington to Lincolnton.

INDIANA.

From Huntshurg, via Bretzville and St. Anthony to Schaefferville.

From Bennett's Switch to Waapecong.

From Hillsborough to Jacksonville.

From Liberty to Fairhaven.

IOWA.

From Fontaine to Gaston.

From Spencer, via Ashley and Rock Rapids to Sioux Falls, in Dakota.

From Eldora to Waterloo.

From Lemars to Orange.

From Appleton City to Roseau.

From Carroll to Winterest.

From Yattou to Columbus City.

From Stuart, via Arbor Hill, to Creston.

ILLINOIS.

From Colchester to Fandon.

IDAHO.

From Rock Creek to Six Islands.

KENTUCKY.

From Frankfort, via Peak's Mills, to Owen-ton.

LOUISIANA.

From New Orleans to St. Bernard.

MICHIGAN.

From Lapeer to North Branch.

From North Branch to Doyle's Mills.

From North Branch, via Clifford, in Michigan, to Newberry.

From Lapeer to Halliday.

From Milford to Holly.

MAINE.

From Waldoboro, via North Waldoboro, to Washington.

From Washington to Liberty Village.

MISSOURI.

From Wheeling to Lindley.

From Sebell City to Stockton.

From Appleton City to Roseau.

From Osceola to Stockton.

From Tusumbia to Rocky Mount.

From O'Fallon, via Cottleville and Fairhaven, to St. Charles to Alton, in Illinois.

From Alton to Lucas.

From State Line, via Jonesville and Brooks, to Bismarck.

From Hermitage to Nevada City.

From Bartmuntown to Roney.

From Newark to Locust Hill.

MINNESOTA.

From Carver to Henderson.

MISSISSIPPI.

From Brookville to Pickensville.

MASSACHUSETTS.

From New Bedford to Rochester.

NEW YORK.

From Oryler, via New Boston, to Taylor.

From Hamilton to Newburgh.

From Saratoga to Newburgh.

From Rome to Newburgh.

From Hale's Eddy, via New Baltimore and Danville, in Pennsylvania, to Gulf Summit.

NORTH CAROLINA.

From Burnsville to Pansicola.

From Ridgeway to Hilliard's Store.

From Boone to Bowling Rock.

OHIO.

From Liberty, via Goodwin, to Fair Haven.

From Van Wert, via Wolfcote's Mills and Blakie's Store, to Decatur.

From Massillon to Wilmet.

From Canton to Haverhill.

OREGON.

From Pendleton to Dallas.

NEBRASKA.

From Grand Island, in Hall county, via St. Paul and the north fork of the Loup river, to Helena, Montana.

From Norfolk, in Madison county, to Fort Laramie, in Wyoming.

From Red Cloud to Denver, in Colorado.

From Niobrara to Fort Laramie, in Wyoming.

TENNESSEE.

From Dover to Murray, in Kentucky.

From Johnson City to Marion, in North Carolina.

From Dyersburg, via Roaller's, Pearce's and Fishers, to Trenton, in Tennessee.

From Trenton, via Eaton and Friendship, to Dyersburg.

From Kenton, via Mason's Hall, to Deavenport.

WEST VIRGINIA.

From Buckannon to Bealington.

From Valley Head, via Webster C. H., to Summerville.

VIRGINIA.

From Gladville to Grundy.

From Elk Creek to Carsonville.

From Pattonville, via Cedar Point, to Suedville.

From King George, via Shiloh, Payne's Store, and Leadstone, to Foneswood.

From Heathsville to Westport Store.