RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Thursday, July 19, 1877.

Daily report of the stage of water, with changes in the twenty-four hours ending yesterday 3 p. m.:

	Above low water. Feet.	Inch.	Change. Rise. Inch.	Fall. Inch.
Cairo	21	5	0	9
Cincinnati	10	1	0	4
Davenport	5	10	1	0
Dubuque	8	8	1	0
Keokuk	7	0	0	1
La Crosse	3	6	0	8
Leavenworth	15	9	7	0
Louisville	6	0	0	1
Memphis	18	1	0	2
Nashville	2	7	0	3
*New Orleans	5	0	0	0
Omaha	13	7	2	0
Pittsburg	1	6	0	2
Shreveport	15	6	0	5
St. Louis	19	0	0	5
St. Paul	5	5	0	2
Vicksburg	34	8	0	11

*Below high water mark of 1874.

NELSON GOROM, Serg't. Sig. Ser. U. S. A.

ARRIVALS.—Isabel, Katie, Martha, Mary Ida.

DEPARTURES.—Isabel, Eva, Blue Wing, Lessie Taylor, Dawn, John F. Tolle.

TO ARRIVE.—Ella Hughes, Eureka, Henry Tete, Assumption, Lafourche; Isabel, lower coast; St. John, Baton Rouge; La Belle, Bayou Sara; J. H. Hanna, Ouachita; Tom Parker, Bœuf river; W. J. Behan, Bart Able, Red river; Yazoo Valley, Vicksburg; Golden City, Ohio.

The weather yesterday was cloudy, but not very warm. During the afternoon it was showery.

Business was quite active. The Dawn left flat in the water, the Lessie Taylor had a fine trip and the Howard received largely. The Howard's prospects for a large trip to-day are very good.

Capts. Broad and Kenison went up on the Taylor.

The daylight tri-weekly upper coast packet Blue Wing No. 3 will arrive this evening and return Saturday, as usual.

The Yazoo Valley, in place of the Natchez, will be at the landing to-morrow receiving to leave Saturday.

The John H. Hanna and the Willie passed Bayou Sara yesterday and will be at the landing this morning. Awaiting her orders, the John Howard, filling the Hanna's place temporarily, laid over until this 5 p. m., when she positively leaves for the Ouachita. The officers of the Hanna, with Capt. J. W. Blanks at their head, will have charge of the Howard, with the exception of Mr. Joe Holmes, who turns over the office to his partner, Ben Cornwell. Mr. Holmes will follow the advice given by H. G. and go West, remaining there until the new boat building for Capt. Blanks is finished. Mr. Cornwell is a No. 1 clerk, competent to fill the position of chief in the office as well as he does that of a second clerk.

The Willie, Capt. Trinidad telegraphs, will leave to-day, sure, for the Atchafalaya and Bayou Teche. The Willie will be the first departure this week for that section—a fact that we hope to see shippers take advantage of. Capt. Trinidad is an old stand-by in the trade, and, with his good boat, is worthy of patronage.

The Thos. Sherlock, one of the finest boats to the Ohio, leaves to-day, at 5 p. m. A fast boat, comfortable staterooms, the best of fare, and a corps of officers who want allow themselves to be beat in attention to guests, are some of the inducements offered on this fine boat for a pleasure trip.

The Eva, John Taylor master, running on alternate days with the Martha, to Port Eads, carrying the United States mail, will arrive this evening and return to-morrow.

The elegant passenger and United States mail steamer Martha, W. S. Bassett master, leaves today at 10 a. m., for the lower coast through to Port Eads. Messrs. Legier and Barrois have charge of the office.

Harry McCrindle is back again on the Katie.

Tine Entriken is second clerk of the John Howard.

The Tom Parker will arrive to-day from Bœuf river, and return Saturday positively.

The C. H. Durfee, Wallace McChesney in command, leaves Saturday without fail for Shreveport.

The Billy Collins leaves Saturday, at 8 a. m., from the head of Harvey's Canal, for Grand Isle.

The Katie (in place of the Frank Pargoud), J. M. White master, W. N. Calmes clerk, leaves to-day at 5 p. m. for Vicksburg, Greenville, Arkapolis and all mail landings.

The steamer Robt. Young will leave this evening at 5 o'clock for Thibodaux and way landings on the Lafourche, and will also take freight for coast landings to Donaldsonville. The Robt. Young has taken the place of the Eureka, and Capt. U. D. Terrebonne will be in command.

The Willie, E. B. Trinidad master, Frank Greig clerk, leaves to-day at 5 p. m. for the Atchafalaya and Bayou Teche.

The passenger steamer Thomas Sherlock, Lew Kates master, M. L. Virden clerk, leaves to-day at 5 p. m. for Memphis, Cairo, Louisville and Cincinnati.

The regular Monday and Friday coast and Bayou Lafourche packet Henry Tete, J. F. Aucoin master, M. H. Landry clerk, leaves to-morrow at 10 a. m.

The semi-weekly coast and Baton Rouge packet St. John, Frank Bergeron master, J. C. Bergeron clerk, leaves to-morrow at 12 m. punctually.

The coast and Bayou Sara United States mail packet La Belle, in place of the Gov. Allen, J. J. Brown master, S. S. Streck clerk, leaves to-morrow at 5 p. m.

EXCHANGE CLIPPINGS.

The Cincinnati *Commercial* publishes a list of boats built at New Albany from 1847 to 1867, closing by saying: "The above comprises a list of 214 steamers built at New Albany during twenty years, at a cost of $7,347,000. There were five ship yards, employing 450 mechanics and laborers, the foundries 200 skilled mechanics, in addition to the cabin builders, furniture men, tin and copper smiths, blacksmiths, chandlers, etc. Upon the labor of these men depended from eight to ten thousand of the population for support—no inconsiderable city as to numbers. Hill & Co. have recently established a ship yard in New Albany."

The Evansville Courier says: "The new firm of Charles T. Hinds and Capt. Jule Verhoff will hang out their shingle in a day or so as commission merchants and grain dealers. Both gentlemen are favorably and popularly known to shippers along the Ohio, and we predict a successful career for them. Capt. Hinds was for a number of years connected with the wharf-boat business at Cairo, and Capt. J. C. Verhoff as commander of the Peytona and barges made a record as a gentleman of strict integrity, and made many warm friends, who will be glad to know of his permanently locating in business on shore. The style of the firm will be Hinds & Verhoff."

Stanley Ryland, "the big Injun," of Arkapolis, writes as follows about the way they are steamboating at St. Louis:

"St. Louis boatmen don't go to work and adapt themselves to the prevailing wants of the shipping community like they do in Cincinnati. The shippers and boatmen don't work together like they do in the Ohio. A St. Louis boat wont leave port until she gets a full load, if it takes a month; and shippers, knowing that, wont wait, and consequently ship by rail. A Cincinnati boat gets all she can by the time she is advertised, and then goes; and depends elsewhere for freight, and gets it. Let St. Louis establish a line, and go when the times comes, like the Anchor line packets, and then they will see the difference and boating will soon assume all its past life and prosperity. The age for sitting down and waiting for business to come and for having a sure thing in sight without hunting and working for it, has long since passed away, and the sooner steamboatmen find it out the better."

Smarba writes as follows to the St. Louis Times:

THE ACHAPLAYA.

Editor of the Times—To determine upon some method by which this conduit or bayou, it is not a river, may be prevented from turning all the waters, and trade as well, of Red river and its tributaries away from New Orleans is an important duty of that city. Few can realize to what extent New Orleans would suffer in the event of such a change. All upper and lower Red river, Little Sulphur, Cypress, Kiamichi, Bishueau, Ouachita, Tensas, Macon, Boeupp, D'Arbon, Bartholomew, Saline, Upper Ouachita and Little Missouri, which combined supply an immense business to the Crescent City, and should the Achapalaya rob her of it, where would it go? Not to Berwic's Bay direct, but by a circuitous and difficult and ever-changing route through a wild dismal swamp of immense proportions, changing from one bayou to another. Within my memory no less than five changes have occured in the track, i. e. Bullreese's Bayou, Bayou La Rompe, Bayou Pigeon and Bayou Tensas, all of which are narrow, crooked and boggy, to say nothing of the many lakes through which commerce must pass to reach an inconvenient point for ocean transportation. The following facts will show upon what foundation I base the predictions of this event: Forty years ago the Achapalaya was not one half its present volume. Old river from which it is supplied and through which Red river once found its way to the Mississippi river was deep and without a bar or obstruction, the cut-off which formed Barrows (now Turnbulls), having occurred previously. What have we now? Old river has filled up until its shores are lined with bars which contain thousands of acres overgrown with cottonwood and willows that hide the island. Much of the main shore, in fact the island, is joined to the shore; the "towhead" is of recent growth and the depth at low water is about thirty inches at foot of "towhead," a little more at sugar-house, and about the same at the outcome to the Mississippi river. If any more, or better proof is required to show that this trade will be lost, unless active measures are taken to prevent it, those who require such proof are exacting indeed. I would be happy indeed to see the noble old State of Louisiana go to work, assisted by New Orleans, in improving her natural advantages instead of injuring herself by impositions upon river commerce, and pandering to every unjust demand of the fraudulent railroads.

SMARBA.

Such a ready writer as Smarba should be more familiar with names. He will pardon us for putting him right as to some of them. It should be Atchafalaya, not Atchaplaya; Bisteneau not Bishneau; Bœuf, not Bœupp; D'Arbonne, not D'Arbon; and lastly Berwick's Bay, not Berwic's Bay. [Ed. Democrat.

MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, July 19, 1877.

Cleared Yesterday.

Steamship Knickerbocker, Kemble, for New York—A Moulton

Steamer Amite, Boyle, for Pensacola—Master

Arrived.

No arrivals from sea yesterday.

STEAMBOATS.

Mary Ida, Ruiz, from Upper Coast
Martha, Bassett, from Lower Coast
Katie, White, from Arkapolis
Geo Spangler, Smith from St Martinville
Isabel, O'Pry, from Lower Coast
Rice Farmer, Ruiz, from Lower Coast

Exports.

NEW YORK—Per steamship Knickerbocker——18 9 bales cotton 100 bales moss 470 sacks oilcake 23 bbls molasses 17,000 pipe staves

PENSACOLA—Per steamer Amite——1000 sacks corn 200 sacks bran 150 sacks oats 50 sacks coffee 300 bbls flour 35 bbls whisky 20 tcs lard 8 casks bacon 20 bales hay 240 pkgs mdse

Receipts of Produce.

UPPER COAST—Per steamer Mary Ida——2 bbls sugar M Gordon—1 coa 2 sacks potatoes Dr Brickell—sundries to order—Total 3 bbls sugar

LOWER COAST—Per steamer Martha—sundries to order

ARKAPOLIS—Per steamer Katie—10 bales cotton Meyer, Weis &co—10 Lehman, Abraham &co——10 J L Harris &co—5 J Burnet &co——3 McGehee, Snowden & Violett—3 T L Airey &co——3 Richardson & May—1 H & C Newman—703 sacks cotton seed N O Cotton Seed Association—sundries to order—Total 44 bales cotton 713 sacks cotton seed

ST MARTINVILLE—Per steamer Geo Spangler—16 bales cotton Clapp Bros &co——58 sacks cotton seed N O Cotton Seed Association——6 bbls molasses Hirsch, Adler &co—1 do 1 bbl sugar 22 hides R Beer—15 do L Lacassagne—sundries to order—Total 16 bales cotton 58 sacks cotton seed 7 bbls molasses

LOWER COAST—Per steamer Isabel—sundries to order

LOWER COAST Per steamer Rice Farmer——sundries to order

By Railroads.

NEW ORLEANS AND MOBILE RAILROAD

July 18——150 bbls rosin Chess, Carley &co——200 kegs nails H J Mullins—110 bbls lime A Vizard—110 do L M Gex——150 sacks bran 100 bbls flour Prudhomme & Briggs—2066 pcs bulk meat E Forster—400 bbls potatoes 16 bbls apples Chas Plessants—1 tank oil W P Converse jr &co—200 bbls meat Schwabacher & Hirsch—100 bbls flour Gordon & Gomila—3 coops chickens A Valeton &co—14 empty bbls F Hollander—2 pkgs mdse J Ward—100 melons Berry &co——10 bbls rosin 5 bbls turpentine W H Fox—20 sks wool E Adler—5 bxs lemons J P Macheca——11 bxs pears Barstow & Deeves—10 bbls rosin R F George——150 do Douglass & Winburn—2 hf cask meat Moreau & Toca—2 pkgs mdse Fellman Bros——5 bbls rosin Jas Bute—lot sundries to order—Total 2066 pcs bulk meat 325 bbls rosin 220 bbls lime 200 bbls flour 200 bbls meal 5 bbls turpentine 400 bbls potatoes 150 sacks bran 2 hf casks meat

NEW ORLEANS, JACKSON AND NORTHERN RAILROAD.

July 18—9 hhds tobacco Kirkpatrick & Keith—5 do Beadles, Wood &co——100 bbls flour Prudhomme & Briggs——69 bales hay G Heck &co——200 bbls flour Vairin & Mortimer—1 car lumber H Otis——30 bbls potatoes M Stich & Son—25 do H Hefker——10 do 14 bbls onions J Bertucci—29 bbls apples E Doherty—10 bbls potatoes J Keller—1 car hay Miller, Dolhonde &co—2 cars lumber A W Moffatt &co—1 crate bottle 1 box mdse Bercier & DeSmet—8 bxs loins J R Kent &co—5 rolls leather M W Smith—2 tierces shoulders J Nelson &co—1 bx lasts A Braun—3 bales leather J Frank &co—12 rolls leather A F Ricau——10 tierces hams Forchelmer Bros—1 car old iron M Schwartz & Bro—1 bx drugs E J Hart &co—14 boxes aprles J P Macheca—14 do Terre & Anselmi—15 do J W Crisler—1 bdle dry hides S Henderson—1 bdle pipes and fixtures H J Moffan—5 bbls apples C H Schenck—22 oil bbls P & P G L Co——2 pkgs hardware Meyer, Weis &co—3 cars brick M S Newsoms—1 do Vizard & Wilmoth—7 cars wood J S Gatlin——Total 14 hhds tobacco 300 bbls flour 69 bales hay 1 car do 75 bbls potatoes 14 bbls onions 19 bbls apples

MORGAN'S LOUISIANA AND TEXAS RAILROAD

July 18—2 bbls tallow Hay & Mehle—2 green hides V H Bernard—30 bbls rice J M Walsh——10 do F P Sevin—11 bales moss Hermann & Vignes—3 half do L Surle &co—1 do J A Bourg..10 bales moss 1 bdl gr do A N Laine——2 kegs syrup 1 hf bbl J S Perkins—sundries to order

Memoranda.

[By Telegraph.]

New York July 17, 1877.

To A Moulton

The steamship Hudson, Capt Gager, arrived at 5.30 this afternoon

Passengers.

Per steamship Knickerbocker, Kemble, for New York—E S Bartram and wife, F Johnson, Mrs L Mather, Miss S Frellsen, H Frellsen, Mrs Duke and two children, Miss N Lamothe, M Henderson, Miss A Henderson, Mrs F Frye W R Fish and wife, P P Tricou and wife, Miss H W Yale, Mrs W H Stevens and servant, S L Boyd, Rev L H Pease and ten steerage passengers

LIST OF VESSELS

Up, Cleared and Sailed for New Orleans.

JULY 18, 1877.

NEW YORK.

Bark Halcyon, Hardie.....sld June 22
Steamship New Orleans, Dearborn.....sld July 14
Steamship Algiers, Hawthorn.....sld July 14

GENOA.

Bark Constante.....sld July 5

HAVRE.

Ship Lizzie Moses, Cox.....sld June 14

LIVERPOOL.

Bark Daniel Draper, Sedergly.....sld June 24

SHIELDS, ENG.

Bark Preusse.....sld June 14

BORDEAUX.

Bark Ste Genevieve, Demeurant.....sld May 29
Bark Alphene et Marie, Privat.....ldg May 28
Bark Leopold et Marie, Lescally.....ldg May 28

ROUEN

Bark Gee W Sweeney, Hewett.....sld June 2

MARSEILLES.

Brig Aurora, Messina.....ldg June 26

FITS, EPILEPSY,

—OR—

FALLING SICKNESS,

PERMANENTLY CURED—NO HUMBUG—BY ONE MONTH'S USE OF DR. GOULARD'S CELEBRATED INFALLIBLE FIT POWDERS. To convince sufferers that these powders will do all we claim for them, we will send them by mail, POST PAID, a FREE TRIAL BOX. As Dr. Goulard is the only physician who has ever made this disease a special study, and as to our knowledge thousands have been PERMANENTLY CURED by the use of these POWDERS, WE WILL GUARANTEE A PERMANENT cure in every case, or REFUND YOU ALL MONEY EXPENDED. All sufferers should give these powders an early trial, and be convinced of their curative powers.

Price, for large box, $3, or four boxes for $10, sent by mail to any part of the United States or Canada on receipt of price, or by express C. O. D. Address.

ASH & ROBBINS,

ap16 1y 360 Fulton street, Brooklyn N. Y.

BY THE GOVERNOR.

STATE OF LOUISIANA, Executive Department.

Whereas, section 3049 of the Revised Statutes of the State of Louisiana, approved March 14, 1870, provides "that the Governor shall issue his proclamation, upon the advice of the Board of Health, declaring any place where there shall be reason to believe a pestilential, contagious or infectious disease exists, to be an infected place, stating the number of days a quarantine is to be performed by the vessels, their passengers, officers and crews coming from such place or places."

Now, therefore, in pursuance to the provisions of the statutes aforesaid, and upon the recommendation of the Board of Health stating that there is reason to believe that, at this season of the year, there is danger of the introduction from the tropics of yellow fever contagion, I, FRANCIS T. NICHOLLS, Governor of the State of Louisiana, have thought proper to issue this my proclamation declaring that all vessels arriving, from and after the fifteenth day of June, A. D. 1877, from the ports of Rio de Janeiro, Havana, Matanzas, Sagua La Grande, Cardenas Cienfuegos, Santiago de Cuba, Kingston, Porto Rico, San Juan, Santo Domingo and Vera Cruz, shall be subject to quarantine, and that their officers, crews, passengers and cargoes arriving from the above named places, or having touched or stopped at any of them, shall be subject to a quarantine of ten days.

And I do hereby direct the proper officers at the Quarantine Station to rigidly enforce the execution of this proclamation, and any violation of the laws of this State on this subject matter to be vigorously prosecuted.

Witness my signature and the seal of the State of Louisiana, at the city of New Orleans, this fourth day of June, A. D. 1877.

FRANCIS T. NICHOLLS,
Governor of the State of Louisiana.

By the Governor:
WILL. A. STRONG, Secretary of State.
je6 t15 law tf

OFFICE STATE TAX COLLECTOR, First District, New Orleans, July 3, 1877.

Hon. Allen Jumel, Auditor:

My Dear Sir—In accordance with your instructions I have prepared a list of delinquent license payers in the First District. A large number of these persons are making efforts to pay and avoid litigation and expenses.

I am satisfied that the interests of the State would be promoted by staying legal proceedings for a few weeks.

I am, respectfully,
E. A. BURKE,
Collector First District.

STATE OF LOUISIANA, AUDITOR'S OFFICE, New Orleans, July 3, 1877.

Col. E. A. Burke, Tax Collector, First District, Orleans:

Dear Sir—In answer to yours of even date you may stay legal proceedings against your delinquent license payers for twenty-five days, say to the twenty-seventh of July, 1877, by which time I hope they will all have paid, as it will be very unpleasant for me as well as yourself to have to enforce the law against these delinquents.

This stay of proceedings will apply to the parish of Orleans. Yours respectfully,

jy4 11 18 25 ALLEN JUMEL, Auditor.

"DOMESTIC."

Having completed arrangements with the Domestic Sewing Machine Company for the Southern agency of their celebrated machines, I now offer them to the public at the Lowest Cash and Time Rates.

These machines are warranted to be the lightest running, most durable, and simplest in construction of any lock-stitch machine made.

A new stock of Domestic and "Grover and Baker" machines just received.

Grover and Baker Sewing Machine Depot.

H. H. TRUE,

No. 5 Chartres street, New Orleans.

ap15 3m

DENTISTRY.

J. R. WALKER, D. D. S.,

No. 180 Delord Street,

Latest Improvements and best styles of both Operative and Mechanical Dentistry at most Moderate Prices. Contour Fillings specialty

mh4 tf

F. BUSCH,

GUN AND LOCKSMITH,

No. 23 Commercial Place, New Orleans.

BELL HANGING, IRON RAILRINGS, AND General House Work attended to at short notice and reasonable prices. Also, Vaults, Locks and Copying Presses repaired; Duplicate Keys of all descriptions made. Safe repairing a specialty my9 '77 1y

INSURANCE OIL.

THE BEST FAMILY SAFETY OIL.

THE INSURANCE OIL is the only illuminating oil that has the full indorsement of all the leading Insurance Companies of Europe and America.

"The sample of Insurance Oil stands the highest test of flash and burning point of any oil ever tested for the Committee."—New York Board of Underwriters.

"For illuminating purposes the Insurance Oil is Perfectly Safe."—New Orleans Board of Health.

"It is our opinion that the general use of the Insurance Oil would greatly reduce the number of lamp fires and explosions, and lessen the risk of destruction to life and property."—New Orleans Board of Underwriters.

Fathers and mothers who desire the safety of their children and homes should use the INSURANCE OIL.

Put up in best barrels and also

NEW PATENT FAUCET CANS.

For sale by

Pureline and Portable Gas Light Co.

95 and 97 Gravier street, New Orleans.

And by JERVEY, PETTIT & CO., Galveston, Houston and Austin, Texas.

my3 tf

Southern Shoe Factory

OF JOHN HANSEN,

33 and 35 Canal street, New Orleans.

TO ALL SOUTHERN CITIZENS.

I am of the same opinion as yourselves and am determined to help build up the manufacturing interest of our native State in order to help the laboring classes and keep the money which would otherwise go to the North, at home. About a year ago I started my Factory, and by using the best material and paying my hands promptly, I have been enabled to extend my business and support 500 women and children that would have otherwise left the State. In order still to increase my Factory, I would earnestly call upon the merchants, not only of the city, but of the whole country, to give me their aid and encouragement. Come and see me.

de14 1y JNO. HANSEN

CONSUMPTION

Positively Cured.

All sufferers from this disease who are anxious to be cured should try DR. KISSNER'S CELEBRATED CONSUMPTIVE POWDERS. These powders are the only preparation known that will cure CONSUMPTION and all diseases of the THROAT AND LUNGS—indeed, so strong is our faith in them, and also to convince you that they are no humbug, we will forward to every sufferer, by mail, post paid, a FREE TRIAL BOX.

We don't want your money until you are perfectly satisfied of their curative powers. If your life is worth saving, don't delay in giving these POWDERS a trial, as they will surely cure you.

Price, for large box $3, sent to any part of the United States or Canada by mail on receipt of price. Address

ASH & ROBBINS,

ap16 1y 360 Fulton street, Brooklyn, N Y.

STEAMSHIPS.

TEXAS.

MORGAN LINE U. S. MAIL STEAMSHIPS.

The following low-pressure Iron Steamships form these lines:

HARLAN, MORGAN, GUSSIE, CLINTON, I. C. HARRIS, JOSEPHINE, WHITNEY, CITY OF NORFOLK, W. G. HEWES, ST. MARY, HUTCHINSON.

Plying from Morgan City, in connection with Morgan's Louisiana and Texas Railroad.

For Indianola, via Galveston—

MONDAY and THURSDAY.

Through bills lading signed to Houston and to all points beyond on the Houston and Texas Central and G. H. and S. A. R. R., International and Great Northern Railroad, via Clinton, and the Texas Transportation Company.

Freight charged as per new card rates.

San Antonio freights received and forwarded via Gulf, Western Texas and Pacific Railway and Cuero.

For Brazos Santiago—

The iron steamer

I. C. HARRIS

Will leave Morgan City on

SUNDAY, July 22.

Lighterage at Brazos Santiago at risk and expense of consignees.

Freight received for and bills lading signed only to Brownsville, via Rio Grande Railroad, as per new tariff, less 3 per cent. until further notice.

Freight payable in gold.

For Corpus Christi, Fulton and St. Mary's, via Rockport—The iron steamer

MORGAN,

Will leave Morgan City on

SUNDAY, July 22, 1877.

Lighterage to Corpus Christi (if any) at risk and expense of consignees.

Freight for St. Mary's and Fulton landed at Rockport.

Freight for all the above points received at the Depot Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily, until 5 p. m.

PASSENGER AND MAIL ROUTE.

For Galveston, Houston and Indianola.

Passengers take Railroad Ferryboat foot of St. Ann street, at 7:30 a. m., reaching Morgan City at 11:15 a. m., there connecting with steamers

MONDAY for Galveston and Indianola.
TUESDAY for Galveston and Houston.
THURSDAY for Galveston and Indianola.
SATURDAY for Galveston and Houston.

First class fare to Shreveport $25—Time, 45 hours.

Excursion tickets for the round trip to Galveston and return, good for thirty days, issued at $21.

Tickets and staterooms secured until 5 p. m. daily (Sundays excepted), at Agent's office, or at the Ferry Landing, on morning of departure.

Through tickets will be issued from this office to the principal points on the Houston Texas Central Railroad, on the International and Great Northern Railroad, and Texas and Pacific Railroad.

C. A. WHITNEY & CO., Agents,
je1 1y Corner Magazine and Natchez sts.

SUMMER RESORTS.

MONTGOMERY WHITE SULPHUR SPRINGS,

Great Reductions in Rates of Board

—AT THE—

Montgomery White Sulphur Springs,

VIRGINIA.

REDUCED TO $40 PER MONTH.

Accommodations equal to any in the Mountains of Virginia.

Dining room under the management of Mr. and Mrs. J. N. JORDAN.

Fine Livery Stables, Ten Pins, Billiards, Croquet, Fishing, Hunting, Boat Rides and Drives, in fact every convenience for the comfort and pleasure of guests.

MUSIC.

The MARINE BAND of Annapolis, Md.

No Staging—All Railway Travel.

The cars land guests in Reception room, on the lawn.

Accommodations for 1000 Guests.

Proprietors refer to E. A. Tyler, Dr. A. A. Gates, Capt. T. L. Airy, Walter Flowers, Jules Blanc, T. J. McMillin, W. B. Brockett, Col. R. N. Ogden, or

COL. W. B. GREGG,

Southern Passenger Agent for the Kennesaw Route, office corner Camp and Common streets.

je6 2m COLHOUN & CO., Proprietors.

MONTROSS HOUSE,
Biloxi, Mississippi.

The Montross House is now open for the reception of guests.

The undersigned respectfully informs his friends and the traveling public generally that the house has been thoroughly renovated, refitted, and improvements made to suit the most exacting. No pains or expense will be spared to keep the Montross House up to its usual standard—first class in every respect. Terms moderate. Special rates to families and permanent guests.

Telegrams or letters for rooms promptly attended to.

Meals furnished to excursionists at $1.

je1 3m P. J. MONTROSS, Proprietor.

GRAND ISLE HOTEL.

On Grand Isle Gulf Shore, Sixty Miles Directly South of New Orleans.

Reached by steamboat by way of Little and Big Barataria Bayous, Rigolets, Little Lake, Grand Bayou and Barataria Bay.

The Only Surf Bathing in the South.

As fine a Beach as there is in the world. Perfectly safe. No under-tow.

Messrs. BEATTY & WISE have leased the GRAND ISLE HOTEL for a term of years, and will guarantee to satisfy the public with comfortable rooms, clean beds and good table, besides furnishing easy and comfortable access to the beach, and every reasonable luxury and means of pastime and amusement that can be desired. They have produced a revolution in the management of the Hotel, and in their arrangement for the comfort and pleasure of their guests.

Madame RHEINHART, of New Orleans, will have charge of the HOUSEHOLD DEPARTMENT of the Hotel, and will give her careful and skillful attention to the comfort of the lady and children guests.

The steamer BILLY COLLINS will ply regularly between the city and Island, in connection with the Hotel, leaving Harvey's Canal every TUESDAY and SATURDAY at 8 a. m., and reaching the Isle by sundown, landing at the Hotel wharf—returning every MONDAY and THURSDAY.

TERMS:

Per day	$2 50
Per week	15 00
Per month	50 00

Special arrangements will be made with families and with excursion parties with regard to passage and Hotel rates. Apply for fuller particulars to HITE & CARLIN, No. 4 Tchoupitoulas street, or to

my30 tf BEATTY & WISE, Proprietors.

SHADY GROVE,
BILOXI.

URBAIN RAMBAUT

takes the pleasure to announce to his friends and the public that he will reopen his hotel on JUNE 1.

Gentlemen and families arriving on excursion train can be accommodated with meals at all hours. Price very moderate. Meals furnished excursionists, $1. Apply for terms for families at Rambaut's Exchange, 201 Decatur street, or at Biloxi, Miss. my29 2m

NEW ORLEANS LAGER BEER.

CASPAR LUSSE,

Nos. 476 and 478 Chartres Street,

Announces to the proprietors of BEER SALOONS, and to the public, that having completed his immense apparatus for manufacturing

LAGER BEER,

He is prepared to sell the same AT A LOWER PRICE than any other HOME-MADE ARTICLE, and of as good quality as any similar article produced in the United States. mh27 6m

STEAMBOATS.

OHIO RIVER.

REGULAR CINCINNATI, LOUISVILLE AND NEW ORLEANS PACKET.

Leaves on THUR-DAY, July 19, at 5 p. m.

FOR CINCINNATI, LOUISVILLE, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis and all intermediate points—The passenger steamer

THOS. SHERLOCK,

Lew Kates, master, M. L. Virden, clerk, will leave as above. For freight or passage apply on board or to

WAYNE & WILLIAMS,
106 Gravier street.
DOUGLAS & WINBURN,
35 Natchez street.

jy12

OUACHITA RIVER.

NEW ORLEANS AND OUACHITA RIVER TRANSPORTATION COMPANY, OUACHITA CITY, TRENTON AND MONROE

Weekly Ouachita City U. S. Mail Packet.

Leaves every WEDNESDAY, at 5 p. m.,

FOR OUACHITA CITY, TRENTON, Monroe and all town landings—The steamer

JOHN HOWARD,

[In place of John H. Hanna.]

J. W. Blanks, master. B. G. Cornwell, clerk, Will leave regularly as above. Will reserve the right to refuse any landing except mail landings. For freight or passage apply on board, or to

Capt. F. A. BLANKS, President,
No. 2 Canal street, corner Delta.
HITE & CARLIN, BRITTON & EPPLER, JANNEY & WORK, LORD & McPEAKE, Ag'ts.

P. S.—Has regular connection with all the tributaries. fe11 tf

NEW ORLEANS AND OUACHITA RIVER TRANSPORTATION COMPANY, REGULAR BŒUF RIVER PACKET.

Leaves SATURDAY, July 21, at 5 p. m.

FOR EASON'S FERRY, POINT Jefferson, Girard, Alto, Red Mouth, Gum Point, and all landings on Bœuf and Black Rivers—The steamer

TOM PARKER,

L. P. Delahoussaye, master, will leave as above. Pays particular attention to all Black river business. For freight or passage apply on board or to

F. A. BLANKS
President, No. 2 Canal, corner Delta st.
HITE & CARLIN, BRITTON & EPPLER, JANNEY & WORK, LORD & McPEAKE.

jy19 Agents.

BAYOU TECHE.

PEOPLE'S INDEPENDENT TECHE AND ATCHAFALAYA LINE.

FOR ST. MARTINSVILLE AND all intermediate landings on the Bayou Teche—The steamer

WILLIE,

E. B. Trinidad, master, Frank Greig, clerk, Leaves THURSDAY, July 19, at 5 p. m. Will leave as above, and continue regularly throughout the season. For freight or passage apply on board or to

HITE & CARLIN,
jy12 No. 4 Tchoupitoulas street.

OPELOUSAS.

REGULAR OPELOUSAS PACKET.

Leaves every WEDNESDAY, at 5 p. m.

FOR WASHINGTON, OPELOUSAS, Port Barrie, Simmesport, Churchville, and all landings on the Coast, Atchafalaya River and Bayou Courtableau—The new and light-draft steamer

LESSIE TAYLOR,

(In place of Sandy No. 2.)

H. H. Broad, master. E. Quatrevaux, and J. B. Schmit, clerk, will leave as above. For freight or passage apply on board or to BRITTON & EPPLER, 81 Gravier street.

R. W. ADAMS,
ja22 tf 21 Commercial Place.

P. S.—Connects closely with steamer Minnie for Bayou de Glaize. Also gives through bills lading to Bayou Bœuf.

GRAND ISLE.

SUMMER ARRANGEMENT.

In Connection with the Grand Isle Hotel.

The light-draft steamer

BILLY COLLINS,

Mike McSweeney, master, J. Wise, clerk, Will make regular trips during the season. Leave head of Harvey's Canal every TUESDAY and SATURDAY at 8 a. m. Returning, leaves Grand Isle every MONDAY and THURSDAY at 7 a. m., arriving at the city Monday and Thursday a 5 p. m. Touching at Willoz wharf each way. Fare each way $2 50.

Special arrangements made with parties of Excursionists. For further particulars apply on board or to

HITE & CARLIN,
4 Tchoupitoulas street.

P. S.—The steam ferry that connects with the boat leaves the head of Louisiana Avenue every five minutes. my30 tf

LOWER COAST

LOWER COAST UNITED STATES MAIL—DAILY LINE (SUNDAYS EXCEPTED.)

FOR PORT EADS, THE FORTS, Buras, Quarantine, Pointe-a-la-Hache and way landings—The swift low-pressure Pullman passenger steamer

MARTHA,

W. S. Bassett, master, leaves TUESDAYS and THURSDAYS at 10 a. m., SATURDAYS at 5 p. m. (extending Saturday trip to Pilot Town, Southwest Pass); returning Monday mornings, Wednesday and Friday evenings.

The A No. 1 steamer

EVA,

John Taylor, master, leaves MONDAYS, WEDNESDAYS and FRIDAYS, at 10 a. m.; returning alternate days. Excursion tickets $5 (good on either boat.)

For freight or passage apply on board, or to JOHN McMAINS, 572 Magazine street.

P. S.—The Marfha goes through the Jetties out into the Gulf on the Saturday trip. jy1

STEAMSHIPS.

NEW YORK AND PHILADELPHIA.

NEW YORK AND PHILADELPHIA. MORGAN LINE STEAMSHIPS.

The following A1 Iron Steamships form this line—

LONE STAR, NEW YORK, ELLA KNIGHT, ALGIERS, MORGAN CITY, AGNES.

The Iron Steamship—

ALGIERS,

will leave Algiers

TUESDAY, July 24,

Connecting at New York with steamships ELLA KNIGHT and AGNES for Philadelphia.

INSURANCE TO NEW YORK 3/4.

Freight for the above port received at the depot of Morgan's Louisiana and Texas Railroad, foot of Lafayette street, daily until 5 p. m.

For freight apply to

CHAS. A. WHITNEY & CO., Agents.
je1 1y Cor. Natchez and Magazine streets.

HAVANA.

FOR HAVANA, CEDAR KEYS AND KEY WEST.

UNITED STATES MAIL LINE.

LEAVING EVERY WEEK

The first-class steamship

MARGARET,

Baker, Commander, will leave, from foot of Calliope street, on

WEDNESDAY, July 11, at 8 P. M.

Passage rates to Havana, $40; Excursion tickets, $60.

Passage rates to Jacksonville, $20, including state rooms and meals.

Through bills of lading issued to all points in Florida.

For Freight or passage apply to

I. K. ROBERTS, 120 Common street,
Over Louisiana National Bank.

The steamship ——— follows on July —.

my6 1y

SHIPS.

FOR LIVERPOOL.

FOR LIVERPOOL—The A1 American ship SABINO, M. Farmer, master, is now loading at Post 34, First District, for the above port. For freight apply to

A. K. MILLER & CO.,
je2 35 Carondelet street.

STEAMBOATS.

RED RIVER.

Red River and Texas.

NEW ORLEANS AND RED RIVER TRANSPORTATION COMPANY, AND TEXAS PACIFIC RAILWAY AND CONNECTIONS.

Through bills of lading and through passenger tickets to all landings on Red River, and all railway stations in Texas. The best route to Hot Springs.

The following splendid and fast steamers composing the line will leave as advertised below:

La Belle, C. H. Durfee, W. J. Behan, Maria Louise, Cole A. P. Soums, Bonnie Lee, Texas, Lotus No. 3, Dawn.

FOR SHREVEPORT, JEFFERSON, Hot Springs, and all landings on Red River and railway stations in Texas.

C. H. Durfee, W. H. McChesney master, Leaves SATURDAY, July 21, at 5 p. m.

No wharfboat charges, drayage or commission will be charged at mouth of Red River, or at New Orleans, in forwarding freight consigned to the company by bill lading.

For freight or passage, apply on board of the boats, or at the office of the company, No. 111 Gravier street. JOS. A. AIKEN, President.

M. W. JOYCE, Agent.
HITE & CARLIN, BRITTON & EPPLER,
ja4 LORD & McPEAKE, Agents.

Semi-Weekly Grand Ecore Packets.

FOR GRAND ECORE, MONTgomery, Alexandria, Norman's, Barbin's and way landings—The steamers—

New Bart Able, R. Sinnott, master,

Leaves every SATURDAY, at 5 p. m.

Will leave regularly as above. For freight or passage apply on board or to

R. W. ADAMS,
No. 21 Commercial Place.

P. S.—Will answer hails on the Coast, and forward freight consigned to steamer Bart Able free of charge.