

RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Saturday, July 28, 1877. Daily report of the stage of water, with changes in the twenty-four hours ending yesterday 3 p. m.

Table with columns: Above low water, Change, Feet, Inch, Inch, Inch. Lists various locations like Cairo, Cincinnati, Davenport, Dubuque, Keokuk, La Crosse, Leavenworth, Louisville, Memphis, Nashville, New Orleans, Omaha, Pittsburg, Shreveport, St. Louis, St. Paul, Vicksburg.

Below high water mark of 1874. NELSON CORP. Sec. U. S. A. Nelson, E. O. Starned, Yazoo Valley, Eureka, Martha, & D. Donnelly. DEPARTURES.—Isabel, Eva, Assumption, Henry, etc.

ARRIVED.—Ella Hughes, Robt. Young, LaFouche, etc. The weather continues stormy and hot. Business dull.

The Donnelly arrived yesterday with a big trip, and her officers report that she will be ready to resume her trips next Saturday. Considerable business is being done, and when she is brought to the landing she will be in fine order, and much changed in appearance.

Shipper are particularly requested to note the fact that the Willie surely leaves for the Teche to-day. Capt. Trinidad is an accommodating boatman, and is as prompt as he is accommodating.

Mr. Green Bunyan, mate of the Golden Rule, was a heavy sufferer by the sinking of that boat. He had 7 valuable coats aboard, all of which were drowned.

The best and handsome side-wheel steamer A. C. Donnelly leaves to-day for Ohio, through Cincinnati. First-class in all her appointments, under the command of the skillful Capt. Henry Hart, already seconded in the office by Mr. E. Donnelly, passengers on her have a sure thing in a safe and speedy trip.

Capt. J. A. Richard, clerk of the Billy Collins, is a well known Vicksburg and Red river clerk and is a clever gentleman.

The Charles Morgan will be here to leave for the Teche to-day. Attention is called to the advertisement in another column of the Painter No. 2.

Capt. Bassett's splendid passenger steamer Martha, leaving this evening for Port Eads, leaves round trip tickets at 25 cents, and a short run out into the Gulf, by way of the jetty, returning by the way of Southwest Pass, these trips are a feature with the Martha and are very pleasant.

We heard yesterday that the Sunflower is coming down from the Teche to-day. The Capt. Eads, and that she will enter one of the tributary trades.

Capt. Tally Sovell telegraphed yesterday that the Alvin would leave Louisville to-day week. The Alvin is a people will find a most excellent boat in the Alvin.

We are happy to state that Capt. Elliott has made his way out of his difficulties with the City of Augusta. She was taken out on the Good Intent docks yesterday, and is ready to start for Port Eads, and that she will enter one of the tributary trades.

The Frank Fargoud and W. J. Potevot will also go on the docks. The Potevot was moved Wednesday and the Fargoud yesterday.

passengers, destined to Europe, go down on the Centennial, owing to the blockade of the railroad. Capt. Thos. Callahan, of the Glencoe, is here from Pittsburgh, and will take his boat out for New Orleans on Saturday.

Most of the steamboatmen are looking for an improvement in river commerce, their hopes being based on the disastrous railroad strikes. Some of the leading steamboat stockholders, however, do not concur. They admit that boats will find additional patronage while the present supply of fuel for the mills hold out, but that should the strike continue it will stop every thing in the river that has to do with much flour and other commodities have not been hunted to the steamboats as passed that way yesterday, turned from rail to river by the strike.

The Hallyay brothers with their keen perception that has ever characterized their business movements, have taken the grain elevator, formerly owned by the Buckinghams, and will at once put it in thorough repair. It will not only be a valuable addition to their business, but it will also be a valuable addition to the river trade in general. Others are strengthening their warehouses, in short all are adding new rolling stock, in short the revolution in trade is upon us almost unawares, let our business men take heart and ambition on their part. Wash. Floyd goes to Little Rock to serve as passenger agent of the railroad between Memphis and Little Rock.

MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, July 28, 1877.

Cleared Yesterday. Brit steamship Andean, Miller, for Liverpool. Spau bark Cristina, Sureda, for Barcelona. D. Fatin & Co. Scht Martha M. Millot, for Mobile. Master

Arrived. Steamship Hudson, Gaudin, from New York 21st Inst. to A. Moulton—24 d. Steamship Margaret, Baker, from Havana, via Florida Ports, to I. K. Roberts—1st Inst.

STREASBOATS. A. C. Donnelly, Hart, from Cincinnati. Martha, Bassett, from Lower Coast. Yarrow Valley, Smith, from Vicksburg. Bart Able, Sinnott, from Grand Ecore. Rice Farmer, Sinnott, from Lower Coast. Home—100 pigs from Lawrence. Eureka, Comstock, from Upper Coast.

Imports. Steamship Hudson—Assorted mds. NEW YORK—Per steamship Hudson—Assorted mds.

Exports. LIVERPOOL—Per steamship Andean—1256 bales cotton 20,000 bales cotton in bulk. BARCELONA—Per bark Cristina—62,400 pieces of various goods.

Receipts of Freight. CINCINNATI—Per steamer A. C. Donnelly—25 pkgs mds S. T. Blossing—73 pkgs castings J. J. Barker—47 lbs tobacco Beadles, Wood & Co.—1623 pkgs from 4 pkgs cotton. A. Baldwin—400—25 lbs whisky.

NEW YORK AND PHILADELPHIA. The following A. Iron Steamships form this line: LONE STAR, ALGERS, MORGAN CITY, MARY, AGNES. The Iron Steamship will leave Algiers

LIST OF VESSELS.

Up, Cleared and Sailed for New Orleans.

Table with columns: Name, Date, Agent. Includes Steamship New York, Quik, Bark Halcyon, Bark Constante, Ship Lizzie Moses, Bark Daniel Draper.

RAILROADS.

THE ATLANTIC COAST LINE.

PASSENGER ROUTES TO ALL PORTS.

NORTH AND EAST.

Reorganized for the Summer of 1877.

Working out of New Orleans via the N. O. and New York York routes for Passengers attached to Lines and Traversers:

Route No. 1—All Rail. Via Montgomery, Columbus, Macon, Augusta, Wilmington, Richmond.

62 Hours, New Orleans to New York. The same time always as by any other line.

Route No. 2—Bay Line. Over the same lines to Wilmington as by Route No. 1, with a special Pullman Car to Portmouth, Va. There is a m. daily (except Sunday) by the magnificent steamers of the BAY LINE to Baltimore. Thence by New York Express, direct to New York, daily at 2:05 p. m.

Route No. 3—The Old Dominion Line. The same lines to Wilmington and Portmouth as by Route 1 and 2. Thence, on Mondays, Wednesdays and Fridays at 7:30 a. m. by the magnificent side-wheel steamships of the OLD DOMINION COMPANY, which invariably arrive at Portmouth at 10:00 a. m. and at New York at 1:00 p. m. A through run of 76 hours, combining the essential elements of Cheapness, Speed and Comfort.

Passengers should leave New Orleans Saturdays, Mondays and Thursdays to connect closely with this line.

For Tickets, Cheques, Time Cards, and all Information, apply at the office of the New Orleans and Mobile Railroad.

A. POPE, General Passenger Agent, New Orleans, La. J. W. FOWLER, New Orleans Agent, corner St. Charles and Common streets. my4

GREAT JACKSON ROUTE.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD LINES.

DOUBLE DAILY THROUGH TRAINS. will depart and arrive as follows: from Callothe street depot from July 15, 1877.

DEPART. ARRIVE. Express No. 1:50 p. m. Express No. 2:30 a. m. Express No. 3:15 a. m. Express No. 4: 8:15 p. m. Express No. 1 and 2 run daily, 3 and 4 daily except Saturdays.

PULLMAN PALACE SLEEPING CARS through to Cincinnati, Louisville, Chicago, Galveston and Milan, Tenn., without change of cars. For St. Louis a stopper is taken on at Milan, enabling passengers to go through without leaving the train.

Friday evening's train makes no connection at Duquoin for Chicago. Accommodation trains between New Orleans and McDonough City: Express No. 1: 3:30 p. m. Saturday; and 7:30 a. m. Sunday.

Arrive 9:30 p. m. Sunday, and 9:30 a. m. Monday. Tickets for sale and information given at 22 Camp street, corner Common, under City Hotel.

A. D. SHELDON, Agent.

THE NEW ORLEANS AND MOBILE RAILROAD.

THE GREAT THROUGH ROUTE TO THE EAST, NORTH AND WEST.

Via Louisville, via Atlanta and W. St. Louis. Trains arrive and depart from Depot, 1307 of Canal street, as follows:

DEPART. ARRIVE. Express No. 1: 5:00 a. m. Express No. 2: 9:35 a. m. Express No. 3: 3:15 p. m.

Pullman Palace Cars daily to Cincinnati, Louisville, Nashville and St. Louis, without change of cars. There is a change to New York and Eastern cities.

Ticket Office, corner of Camp and Common streets, opposite City Hotel.

D. B. BOBINSON, Superintendent. J. W. COLEMAN, Ticket Agent.

STEAMSHIPS.

TEXAS. MORGAN LINE U. S. MAIL STEAMSHIPS.

The following low-pressure Iron Steamships form this line: I. C. HARRIS, W. G. HEWES, MORGAN, JOSEPHINE, ST. MARY, GUNNIE, WHITNEY, HUTCHINSON, CLINTON, CITY OF NORFOLK.

For Indianapolis, 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 A. R. R. International and Great Northern Railroad, via Clinton, and the Texas Transportation Company.

For Brazos Santiago—The iron steamer I. C. HARRIS.

TUESDAY, July 31. Lighterage at Brazos Santiago at risk and expense of consignees.

Freight received for and bills lading signed only to Brownsville, via Rio Grande Railroad, at freight charges, as per new tariff rates. 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 29, 1877. Lighterage to Corpus Christi (if any) at risk and expense of consignees.

Freight for St. Mary's and Fulton laded at Rockport, charges as per new tariff rates. 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 Indianapolis. Passengers take Railroad Ferryboat foot of St. Ann street, at 7:30 a. m., reaching Morgan City at 11:30 a. m., connecting with steamers MONDAY for Galveston and Indianapolis. THURSDAY for Galveston and Houston. SATURDAY for Galveston and Houston.

Excursion tickets for the round trip to Galveston and return, good for thirty days, issued at \$1.

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. 101 1/2 Corner Magazine and Natchez sts.

NEW YORK AND PHILADELPHIA.

MORGAN LINE STEAMSHIPS.

The following A. Iron Steamships form this line: LONE STAR, ALGERS, MORGAN CITY, MARY, AGNES.

The Iron Steamship will leave Algiers

TUESDAY, July 31. Connecting at New York with steamships ELLA KNIGHT and ALGERS for Philadelphia. INSURANCE TO NEW YORK.

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. 101 1/2 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 Callothe 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 11, 1877.

RESTAURANTS.

BOUDRO'S RESTAURANT, Lake Pontchartrain.

The proprietors of Boudro's Restaurant, in consideration of the present hard times and in order to retain their present popularity, beg respectfully to inform the public that they have GREATLY REDUCED THEIR PRICES.

A visit to Boudro's Restaurant will convince the most incredulous. It is useless to say that the cuisine and service are first-class.

J. A. & H. A. PROPRIETORS. 139 1/2

PHENIX RESTAURANT.

MIGUEL'S, LAKE PONTCHARTRAIN.

Open for the season. Visitors entertained at very reasonable prices. Bath houses for families and ladies are separate from the others.

374 1/2

TRISCON'S RESTAURANT.

ICE CREAM SALOON.

OUT ON THE PIER OF THE LAKE END.

PONTCHARTRAIN RAILROAD.

The finest of fish, fresh from the lakes. Choice wine and liquors always on hand.

All orders for meals can be left at TRISCON'S, corner of Canal and Decatur streets, where they will meet with proper attention. Prices moderate.

LILIENTHAL'S PHOTOGRAPH ART GALLERY.

131..... CANAL STREET..... 121

TOURO BUILDINGS.

This well known establishment is the largest and most complete in the city of New Orleans. The style of pictures made by

LAMBERT'S PROCESS.

surpasses anything that can be made at other galleries.

No one who is fully aware of the superiority of this process, will fail to the expense and trouble to have a picture taken that in a very short time will fade.

I guarantee the LAMBERT to be only picture that WILL NOT FADE.

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STEAMBOATS.

OHIO RIVER. REGULAR CINCINNATI, LOUISVILLE AND NEW ORLEANS PACKET.

Leaves on SATURDAY, July 28, at 5 p. m. For CINCINNATI, LOUISVILLE, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis and all intermediate points—The passenger steamer A. C. DONNELLY.

Henry U. Hart, master. Ed. Donally, clerk. Will leave as above. For freight or passage apply on board, or to WAYNE & WILLIAMS, 106 Gravier street.

REGULAR CINCINNATI, LOUISVILLE AND NEW ORLEANS PACKET.

Leaves on SATURDAY, August 1, at 5 p. m. For CINCINNATI, LOUISVILLE, Evansville, Henderson, Shawneetown, Paducah, Cairo, Memphis and all intermediate points—The passenger steamer CHAS. MORGAN.

Albert Stein, master. Harry W. Stein, clerk. Will leave as above. For freight or passage apply on board, or to WAYNE & WILLIAMS, 106 Gravier street.

BAYOU TECHE.

PEOPLE'S INDEPENDENT TECHE AND ATALAPA LINE.

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

Frank Greig, clerk. Leaves SATURDAY, July 28, 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, No. 4 Tchoupitoulas street.

OPHELOUSAS.

REGULAR OPELOUSAS PACKET.

Leaves every WEDNESDAY, at 8 p. m. For WASHINGTON, G. OPELOUSAS, Port Barre, Shreveport, Churchville, and all landings on the Coast, Atchafalaya River and Bayou Courtableau—The new and light-draft steamer LESLIE TAYLOR.

(In place of Sandy No. 2.) H. H. Broad, master. E. Quatrovaux, and J. B. Schmitt, clerk.

For freight or passage apply on board or to BRITTON & EPLER, 106 Gravier street.

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

Connects closely with steamer Minnie for Bayou de Glazie. Also gives through bills lading to Bayou Boeuf.

FOR BAYOU SARA, WATERLOO.

Hermitage, Port Hudson, Baton Rouge, Plaquemine and Postoffice landings—The United States mail semi-weekly packet HENRY YETZ.

(In place of steamer Gov. Allen.) J. J. Brown, master. S. S. Streck, clerk. Leaves every MONDAY and FRIDAY, at 8 p. m. for Bayou Sara.

HITE & CARLIN, Agents, 4 Tchoupitoulas st. J. ANNEY & WORK, 106 Common st. A. C. GODDIN, 80 Magazine

LOWER COAST.

LOWER COAST BARGE LINE.

In connection with the U. S. Mail Steamers MARTHA AND EVA.

The A. No. 1 fast Towboat PAINTER No. 2.

SIX FIRST CLASS BARGES.

Capt. NICHOLAS THEODORE.

Is now ready to contract for transportation of Lumber, Brick, Hoop-poles, Staves, Boilers, Machinery, and all kinds of goods, and barrels, moving of cane boats, and all kinds of jobbing on the Lower Coast.

Will contract to transport the coming crop of Sugar, Molasses and Rice, deliverable at any point, or alongside steamboat, steamship, rail-road or elevator wharf, within the city limits. Freight at lower rates than any other line. Barges insured No. 1 and at low rates as any first class steamers.

For further particulars apply to Capt. N. THEODORE, or Capt. W. S. BASSETT, Steamer Martha.

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

FOR THE PORTS OF BURNS, QUARANTINE, POINTE-A-LA-HACHE and way landings—The swift low-pressure Pullman passenger steamer 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 other boats, or for freight or passage apply on board, or to JOHN MCMAINS, 67 1/2 Magazine street.

The A. No. 1 steamer EVA, John Taylor, master.

COMMISSION MERCHANTS.

LEON QUEYROUZE, OSOAR BOIS, QUEYROUZE & BOIS, Wholesale Grocers, DEALERS IN WINES AND LIQUORS, And all kinds of WESTERN PRODUCE, At the Blue Stores, Corner Old Levee and Bienville streets, dots 76 1/2 New Orleans.

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.

LEWIS' PREPARATION.

of Fine Cast Steel to the Sulphureted Dust.

These having used and tested the value of this compound, are respectfully informed that it can be had at the Drug Store of I. L. LYON and many other druggists of this city.

To the uninitiated and skeptical I will say that, in placing it before the public, I have deviated from the whole conclusion of inventors of the "purest and best anti-bilious medicine," etc. I allude to their invincible secrecy of ingredients. The usual and only other mode in producing Sulphureted Iron is by the hydrogen process, where it is made by hundreds of pounds for the commerce of the world, and is not to be depended on, as it contains too great a proportion of carbon (charcoal), which cannot be avoided in the process of their manufacture.

This Sulphureted of Refined Steel is the pure sulphureted of steel, having not a particle of foreign matter in its composition. It is made by hand.

Those eminent professors of chemistry and physicians of France, together with the United States Dispensary, state that the great object in administering iron is to get the greatest quantity into the gastric juice of the stomach, as it is intended to renovate and purify the blood, and its known value as a tonic.

W. T. L.

STEAMBOATS.

RED RIVER. Red River and Texas. NEW ORLEANS AND RED RIVER TRANSPORTATION COMPANY AND TEXAS PACIFIC RAILWAY 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, Arkansas, and all other points composing the line will leave as advertised below.

Marie Louise, Texas, C. H. Burfee, Col. A. E. Kouns, Lotter No. 3, W. J. Dumas, Bonnie Lee, Dawn.

Leaves every THURSDAY, JEFFERSON, SHREVEPORT, and all landings on Red River and railway stations in Texas.

Bonnie Lee, Noah Soyars, master. Leaves SATURDAY, July 28, at 5 p. m.

No wharfboat charges, drays 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 boat, or at the office of the company, No. 111 Gravier street. JOS. A. ALLEN, President. HITE & CARLIN, BRITTON & EPLER, LORD & McPHEE, Agents.

Semi-Weekly Grand Ecore Packets.

FOR GRAND ECORE, MONTROSE, and all intermediate landings—The steamers BARBIA and way landings—The steamers

New Bart Able, R. Shmoot, 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.

Will answer for the Coast, and forward freight consigned to steamer Bart Able free of charge.

OUACHITA RIVER.

NEW ORLEANS AND OUACHITA RIVER TRANSPORTATION COMPANY. OUACHITA CITY, TRENTON AND MONROE Weekly Ouachita City U. S. Mail Packet.

Leaves every THURSDAY, at 5 p. m. For OUCHITA CITY, TRENTON, MONROE and all landings—The steamer JOHN HOWARD.

(In place of John H. Hannan.) J. W. Blanks, master. B. G. Cornwell, clerk.

Will leave regularly as above. Will reserve the right to refuse any landing or cargo loadings. For freight or passage apply on board, or to Capt. F. A. BLANKS, President. No. 2 Canal street, corner Delta.

HITE & CARLIN, BRITTON & EPLER, J. ANNEY & WORK, LORD & McPHEE, Agents. Has regular connection with the tributaries.

VICKSBURG.

UNITED STATES MAIL PACKET. Leaves every TUESDAY at 5 p. m. For VICKSBURG, NATCHES, Davis's Bend, and Intermediate landings—The steamer ROBT. E. LEE.

Wm. Campbell, master. A. McVay and J. H. Henson, clerks.

Leaves as above, connecting at Vicksburg with the Packet Line for all points on Yazoo, Sunflower, Deer Creek and Tallahatchie.

J. ANNEY & WORK, HITE & CARLIN, Agents. Will give through Bills of Lading to Trenton, Monroe, and all stations on Vicksburg, Shreveport and Texas Railroad via Delta, La. W. B. BROCKETT, Agent, 38 Magazine st.

UNITED STATES MAIL PACKET.

Leaves every THURSDAY at 5 p. m. For VICKSBURG, NATCHES, Davis's Bend, and Intermediate landings—The steamer ROBT. E. LEE