RIVER NEWS.

OFFICE NEW ORLEANS DEMOCRAT, Sunday, April 27, 1879.

Arrivals.

Alvin, Emma Irvine, J. W. Cannon, Paris C. Brown, Kittie Nye.

Departures.

Alvin, Emma Irvine, Eva, Belle, Assumption, J. W. Cannon, Natchez, Golden Rule, James Howard, Yazoo Valley, Bonnie Lee, John Howard, John Gilmore and barges.

To Arrive.

Alvin, Emma Irvine, lower coast; Henry Tete, Assumption, Lafourche; J. W. Cannon, E. J. Gay, Bayou Sara; Golden Crown Cincinnati; W. P. Halliday, St. Louis; Eva, Belle, Whisper, upper coast; R. E. Lee, Vicksburg; Yazoo, Fanchon, Opelousas; John H Hanna, John Wilson, Ouachita.

As if not satisfied with the amount of rain that fell Friday night, the elements were again disturbed yesterday, and there was more, more rain, with good prospect at this writing, of some more rain again.

Stage of the Rivers.

Daily telegraphic report of the stage of water at various points, with changes, in the 24 hours ending yesterday at 3 p. m.

Stations.	Above low water. Feet.	Inch.	Change. Feet.	Inch.
Cairo	25	3	‡1	2
Cincinnati	18	11	‡1	6
Louisville	9	0	‡0	3
Memphis	22	0	‡0	8
Nashville	9	3	‡0	4
*New Orleans	4	2	0	0
Pittsburg	6	2	‡0	3
Shreveport	6	4	‡0	8
St. Louis	12	11	‡0	1
Vicksburg	35	0	0	0

*Below high water mark of 1874. ‡Indicates rise. ‡Indicates fall.

Notwithstanding that it was an ugly day there was considerable shipping done. The Yazoo Valley, Bonnie Lee and John Howard all had fine trips, and we believe that if the day could have been strung out a few hours more, the latter would have been flat in the water. The James Howard had a nice trip, both of people and freight. The Golden Rule had near on to 500 tons and 50 people; among her passengers were the venerable Col. A. P. Kouns, who has been spending the winter here; Mr. H. C. Bartlett, late river editor of the City Item and the Delta, and Mr. John D. Wiltauks, the gilt-edge second clerk. John says he is going to Leadville to make a fortune, and advises the boys he leaves behind to follow him as soon as the walking is good and blackberries are ripe, and he will show them how it is done.

Attention is called to the advertisement of the Donaldsonville and Bayou Sara United States mail packet Katydid in another column.

The Times says we are opposed to the suggestion that the steamboatmen become the lessees of the wharves, which is a mistake. We have often heard the idea discussed by steamboatmen, even as far back as before the war, for it is not an original one, by any means, and we are on record as favoring it, if it amounts to anything.

The Annie P. Silver makes an excursion up the river to-day to meet Paul Boyton. Mr. Boyton does what very few men do in these degenerate days—practices what he preaches. He says if you are a couple of thousand miles or so from where you want to go, and haven't the means to get there, why, swim it; and he shows that it can be done.

Among the departures by rail Thursday evening was Capt. Geo. H. Rae, of the Mississippi Valley Transportation Company.

Yesterday Mr. W. A. McFarlin left by rail for Cairo, where he will await the arrival of the Bedford from Cincinnati. He takes charge of her office.

The Paris C. Brown arrived yesterday from Cincinnati in a little over six days' time from port to port. How's that for a sternwheel boat, with a big load and a large way business.

When all the circumstances connected with the raising of the John A. Wood are considered, the feat is a wonderful one, and deserves full mention. It will be remembered that she sunk on McCall's flats, twenty-five miles below the city, on the night of the sixth of this month. She was on her way up from the jetties, had broken her shaft a few hours previous, and while attempting to make a landing, flanked against the wreck of the steamship DeSoto, and sank, going down alongside of the wreck, between it and the shore. The Wood was regarded as one of the best and most successful towboats that ever came to this city, and her loss, outside of her money value, which was considerable and not covered by insurance, was looked upon as a serious one. She is 200 feet long, with a 38-foot beam, and an extreme width of 50 feet, her hold being 7¾ feet in depth. She has the Harpapee engines, the large cylinder being 41 inches in diameter and the smaller one 18 inches, 8 feet stroke, working a wheel 28 feet 8 inches in diameter, with a bucket the same length. She had in her hold 3000 bushels coal, and on deck 2000 bushels, in all about 200 tons. At the time work was commenced on her she lay in an average of 18 feet of water on her larboard side and 22 feet on her starboard, with a hole in her larboard side 14 feet long and 1 foot wide in the widest place. The plan adopted to raise her, and which has been adhered to from the first, was to box her in completely from the hull to the boiler deck and then pump her out. For this purpose 15,000 feet of two-inch plank and 1000 yards of canvas were used, the boxing being firmly braced from within with 4 by 6 scantling. The work of pumping her out proved a difficult job, and was participated by the Salvor No. 2, Painter No. 2, N. M. Jones, Charlie Wood, Maud Willmot and Brady's steam pump. So serious did it prove that on three occasions before the fourth and successful one, did some of the pumps give way to the great strain upon them, at the very moment when it seemed that the deed was done, but at last perseverance and ingenuity, backed by the mighty and irresistible will of man, prevailed, and the John A. Wood, the attempt at whose raising was pronounced by many a foolish waste of time and money, is once more afloat, a thing of beauty, and a joy, we hope, for many years to come, to her owners. It seems invidious to single out for special mention the name of any particular one as worthy above his fellows to credit for this work, for each and every one in their various capacities, from the humblest up, did their allotted part, are deserving of equal praise, and can refer to their part in the work with pride. The work was laborious, trying both to the mental and physical body, but the result attained—success—is a rich reward. Yet we cannot but mention Mr. John A. Wood, his brothers Burr and Capt. Jonathan, and Al Burr, the famous diver, connected with the Salvor No. 2. These four men know no such word as fail in anything they undertake. They made up their minds that the Wood could be raised, and sustained by their iron will they labored day and night, in season and out of season, until they accomplished it. Mr. Burris distinguished himself particularly for his zeal and efficiency, the gentleman first named, on one occasion, even donned himself the diver's suit, and at the peril of his life went below the surface of the waters to see that all was right. Of him many wonderful exploits are mentioned in the steamboat line, of sterling worth, exceedingly great skill, and indomitable pluck. He fails at nothing that he makes up his mind to accomplish. One of these was mention. "Years ago," said a steamboat captain, "my boat was tying at Pittsburg; just ahead of us at the time was a loaded coal boat belonging to John A. Wood. One morning I missed it. Thinking it had been taken away, I thought nothing more of it until Mr. Wood came aboard and asked me what had become of it. Of course, I could give him no information. He borrowed a yawl and wood stick, and after hunting around a short while found his boat at the bottom of the river with four feet of water on top of it in the shallowest place. He went off, and shortly returned with his son, a natural-born driver, a lot of men, a tug and an empty boat. He went to work, something after the plan that has been adopted in raising the John A. Wood, and before night he had his coal boat up and pumped out dry. He's a remarkable man," said the captain, "and if the Wood holds together she's bound to be raised just as certain as the sun rises and sets." The Wood was expected up last evening.

REGULAR PACKETS FOR TUESDAY.

Belle	Upper Coast ..... 10 a. m.
Emma Irvine	Lower Coast ..... 11 a. m.
Assumption	Lafourche ..... 5 p. m.
R. E. Lee	Vicksburg ..... 5 p. m.
Anchon	Atchafalaya ..... 5 p. m.

The John W. Cannon will make an excursion to the jetties on Tuesday, May 5, as per advertisement in another part of the DEMOCRAT. The excursion will be for the benefit of the Condelet Street Methodist Church. The object being a good one, the best *par excellance*, and the trip an interesting and pleasant one, a good time may be expected.

The new and fine passenger steamer Annie P. Silver, of the Anchor Line, David H. Silver master, Green F. Sheldon clerk, leaves to-morrow at 5 p. m. for St. Louis.

Attention is called to the excursion advertisement of the Anchor Line in another column.

The Southern Transportation Company's steamer Paris C Brown, A. M. Halliday master, Geo. A. Young clerk, leaves Wednesday for Cincinnati.

The tri-weekly upper coast packet Eva, Chas. Deschuchel master, Sept Toca and E. L. Barry clerks, leaves to-morrow as usual at 11 a. m., for Helvetia Plantation.

The new and fine Bayou Sara and coast United States mail packet Edward J. Gay, John Brown master, S. S. Streck clerk leaves to-morrow at 5 p. m.

The regular semi-weekly Bayou Lafourche packet Henry Tete, J. F. Aucoin master, leaves to-morrow at 5 p. m.

The semi-weekly coast and Baton Rouge packet Whisper, J. A. Comstock, master, Geo. M. Woods clerk, leaves to-morrow at 5 p. m. The Whisper represents the St. John in this trade.

Exchange Clippings, April 24.

Cincinnati Commercial:

The Golden City arrived last evening at 7:45 o'clock. She made the run from Memphis to Cairo in twenty five hours and forty-five minutes; Cairo to Evansville in twenty hours and thirty minutes; Evansville to New Albany in nineteen hour and forty minutes and Louisville to Cincinnati in fourteen hours and thirty minutes, the best time of any of the packets this season. She registered 354 people on the round trip, and made fifty-five landings coming up. Out eight days, one hour and fifteen minutes from New Orleans to Cincinnati, and lost thirty hours and one minute, making the running time six days, nineteen hours and fourteen minutes.

St. Louis Globe-Democrat:

In the days of the lower river pool, when all sorts of crafts were entered, and when it was a miracle to see a boat leave on the day first announced to go, the Cincinnati boats were fitted out with freight on all trips. It is over a year since the pool was broken, and just about twenty months since the New Orleans Anchor Line was formed by Capt. John A. Scudder and others, at the solicitation of merchants from St. Louis and all points south of here. Cincinnati was doing four times as much business with the South as St. Louis, and it was plain that if the pool continued the whole Southern trade was bound to leave St. Louis. Things are turning in favor of St. Louis now, and if Com. Scudder and his New Orleans Anchor Line are as successful in the next year as they have been in the past one St. Louis will be blest with a daily line of fine, fast and staunch passenger and freight steamers to the Crescent City. The barge line will always carry its share of business, but such a mode of transportation cannot answer all purposes, and when it comes to way business nothing but sidewheelers and quick-handling stern-wheelers will answer.

The rate now charged is 20c per bbl and 12½c per 100—just about half of a fair, living rate—and as the anniversary is near at hand, something should be done to raise the rates and give the steamboats a chance as well as the tradesman. Long live the Anchor Line and its present president.

[Special to the Democrat.]

ST. LOUIS, April 26.—River falling slowly; 12 9-10 feet by the gauge. Weather clear and warm. No arrivals. Departed: Belle of Shreveport and Grand Lake and barges for New Orleans. The Belle of Shreveport was drawing 6 feet, and had 400 tons between here and Cairo. The Grand Lake's tow consisted of 70,000 bushels of corn in bulk. Business is good. The Alton commences to load Monday to leave Tuesday. She will be followed by the Centennial Thursday. W. E. A.

[By Telegraph.]

CINCINNATI, April 26.—River 19 feet 3 inches and falling. Arrived: Goff from Memphis. Leave to-day: Cons Millar for Memphis, Houston for New Orleans, Emma Graham for Pittsburg.

MEMPHIS, April 26.—River falling. Departed: John A. Scudder and Nellie Speers and barges for New Orleans, Colorado for Vicksburg. The weather is threatening.

CAIRO, April 26.—Arrived: Parker from Memphis, Fearless from St. Louis, Grand Tower from Vicksburg, Cherokee from St. Louis, Hickory from the Ohio, Greenville from St. Louis, Kellogg from Memphis, Coal City for Pittsburg. Departed: Parker for Cincinnati, Fearless and Cherokee for the Ohio, Grand Tower and Hickory for St. Louis, John Porter for the Ohio. It is cloudy and warm.

FROM THE PASSES.

FORT EADS, April 26, 6 p. m.—Barometer 29.86. Wind southeast, fresh. Weather clear.

Arrived: At 8:30 this a. m., steamship Morgan City, Read master, from New York, to C. A. Whitney & Co.

British schooner Ebenezer, Bethel master, 5 days from Utilla, with fruit, to S. Oteri & Bro.

Sailed: Ship Union for Liverpool, bark Sleipner for Queenstown, bark Harriet E. Hassey for Revel.

MARINE NEWS.

OFFICE NEW ORLEANS DEMOCRAT, April 27, 1879.

Cleared Yesterday.

British steamship Leversons, Farquahr for Antwerp— A K Miller &co
Steamship E B Ward, Jr, Pizzati, for Belize and Ruatan— S Oteri & Bro
Spanish ship Joaquin Serra, Yserm, for Barcelona— Puig, Corral &co

Arrived.

Steamship Morgan City, Read, from New York, 19th inst. to C A Whitney &co—Algiers
Norwegian bark Wale, Sorensen, 47 days from Liverpool, to master—4th dist
Schr John Atwood, Hickell, 10 days from Port Cortez, to J P Machesa—Pic Tier
Schr Carrie Nelson, Hardis, 3½ days from Ruatan, to Woodward & Wright—Pic Tier
British schr Ebenezer, Bethel, 5 days from Utilla, to S Oteri & Bro—Pic Tier

STEAMBOATS.

Paris C Brown, Halliday, from Cincinnati
John W Cannon, Libano, from Bayou Sara
Emma Irvine, Ruiz, from Lower Coast
Alvin, Scovel, from Lower Coast
Kittie Nye, Sharp, from Lower Coast

Exports.

ANTWERP—Per steam ship Leversons—38,571 bushels corn in bulk 17,986 do wheat

RUATAN—Per steamship E B Ward, jr—115 bbls flour 24 bbls pork 1 bbl beef 1 bbl sugar 4000 lbs ice 67 hf bbls flour 107 sacks corn 200 bales hay 14 hf bbls 10 kegs lard 10,000 feet lumber 159 pkgs mdse and sundries

BARCELONA—Per ship Joaquin Serra—76,200 pcs staves

Imports.

NEW YORK—Per steamship Morgan City—Assorted mdse

LIVERPOOL—Per bark Walle—7765 sacks salt 6 dez mats to order—1 pkge mdse Mrs Chas Weingart.

PORT CORTEZ—Per schr John Atwood—000 bunches bananas, 30,00 plantains 14,00 cocoa nuts 10 doz pineapples 10 pcs mahogany J P Machesa

RUATAN—Per schr Carrie Nelson—600 bunches bananas 8000 plantains 2000 pineapples 1 hlf bbl limes Woodward & Wright

Receipts of Produce.

CINCINNATI—Per steamer Paris C Brown—200 boxes starch 10 bbls hams Barstow & Deeves—21 trunks E Booth—10 boxes g ware M T Breslin—lot furniture Bailey Bros—4 pkgs mdse N O & M R R—50 bxs bitters Burke & Thompson—9 pkgs mdse to C A Whitney &co—16 do A Castel—2 do R H Beamer—2 do E Conery & Son—9 do J E Carlin—14 do M Dietrich—170 G R Finlay &co—6 L C Frantz—11 do Blanks Line—19 D Felsenthal—2 J A Apache—42 Mrs John Gauche—7 do J Levi &co—100 bxs starch C A French—1 bbl whisky F Craig—150 bbls pork 25 tierces hams 35 boxes bacon E F DelBondio 126 bbls flour Glover & Odendahl—8 boxes mdse A Gabat—1 do C Gallagher—5 do A A Greenwood—8 do H river & Fenner—40 pkgs vinegar Hirsch, Adler & co—4 pkgs mdse E J Hart &co—100 bxs starch Hopner & Vidaver—6 bx eggs Howard & Preston—1 barouche—Leonard & Maxwell—25 bbls hominy 10 hf bbls pork 34 tbbs butter C H Lawrence &co—1 cask F Lauer—10 boxes bacon 539 bbls potatoes 100 bbls flour 150 bbls meal W H Mathews & Bro—100 no do 50 bxs hams Miller, Grigsby &co—50 pkgs mdse H J Mullen—25 tcs lard Jno T Moore &co—1 crate paper T Maroney—2 boxes eggs P Meyer jr—5 do 58 bbls meal 163 bbls potatoes C Pleasants—10 do Miller & Meyer—10 hhds tobacco 1 box samples to order—500 doz brooms M McGraw—2 wheels W Hillman—14 boxes mdse E Offner—1 horse 4 pkgs mdse Banks Line—85 pkgs mdse H Pohlman & Son—1 bale do L Phister—230 empty bbls Planters Oil Co—5 bbls tallow J G Clark—4 bales mdse 350 kegs nails Rice, Born &co—8 bbls flour 2 bbls meal 2 bbls grit I K Roberts—25 bbls whisky L Reder &co—4 pkgs mdse Roberts &co—2 bbls pork 1 bbl flour B Rivet—25 cks o beer Shropshire &co—21 tierces hams 7 boxes bacon Schwabacher, Frowenfeld & Pfeifer—9 pkgs mdse Reynolds Works—408 do Reis & Reusch—1 do J P Sarazin—8 do J M Robinson—1 do Jno Reich—10 do R R T Co—76 do Geo Stroud—7 do W C Shepard—8 buggies J A Lum &co—1 do Sayers & Scovill—40 bbls apples H W Torg—25 bbls whisky 7 pkgs butter 40 tierces hams 7 do meat Schwabacher & Hirsch lot mdse Jos Schwartz &co—400 boxes starch 12 do bitters Schmidt & Ziegler—11 pkgs mdse Stratton & Mayer—lot mdse Stauffer, Macready &co—3 buggies F N Thayer—48 pkgs butter 225 boxes candles 1500 boxes starch Smith Bros &co—66 pkgs mdse John Voelkel—4 do Vogel & Tuma—3 do S Vinet—65 do A Wolf—10 do Wheelock, Finlay &co—2 do S J West 33 do M Weil—42 do N O & R R T Co—lot do to C A Whitney &co—100 bbls flour Wallace, F &co—7 bbls vinegar Wackerbath & Joseph—215 bags cotton seed meal 10 bbls soap stock Cannon & Stewart—80 sacks oilcake Meyer, Weis &co—49 bales cotton to Richardson & May—10 Allen, West & Bush—15 to Jno Phelps &co—9 Chaffe, Hamilton & Powell—4 to T W Arig &co—2 T L Airey &co—1 J W Burbridge &co—1 Lehman, Abraham &co—1 Jno Chaffe & Sons lot furniture and sundries to order—Total 102 bales cotton 10 hhds tobacco

BAYOU SARA—Per steamer John W Cannon—27 bales cotton to Hyman & Lichtenstein—25 do to J L Harris &co—5 Norwood & Richards—3 Lehman Abraham &co—7 sacks cotton seed N O Cotton Seed Association—75 hhds sugar Nelson McStea—6 bales moss 9 bbls potatoes G H Wright—18 bbls onions to E J Hart &co—8 do Flash Bros—5 bbls potatoes to J M Latimer &co—24 bales moss Hirsch, Adler &co—2 hhds hides L Benjamin—1 bag wool S Herman—sundries to order—Total 60 bales cotton 7 sacks cotton seed 75 hhds sugar

LOWER COAST—Per steamer Emma Irvine—35 sacks potatoes to B Johnson—sundries to order

LOWER COAST—Per steamer Alvin—70 bbls molasses to Richard Milliken—sundries to order

LOWER COAST—Per steamer Kittie Nye—Sundries to order

Receipts by Railroads.

CHICAGO, ST. LOUIS AND NEW ORLEANS RAILROAD.

April 25—115 bales cotton to order—93 do Lehman, Abraham &co—20 do Valden, Hawkins & Roberts—15 Hyman & Lichtenstein—14 S Gumbel—13 Allen, Nugent &co—10 Richardson & May—8 T L Airey & co—8 Chaffe, Hamilton & Powell—7 to Bickham & Moore 6 Moore & Coleman—5 Warren, Atkinson & co—5 S O Thomas &co—4 C L Walmsley &co—1 to Payne, Kennedy &co—1 Reiffer & Gardner—11 m b cases 5 pkgs hardware F N Thayer &co—9 boxes of drugs G R Finlay &co—3 pkgs mdse I Levi &co—21 do Flash Bros—53 C H Lawrence &co—5 boxes mdse H Kern &co—13 boxes hats E Booth 3 pkgs earthenware M McGraw—12 centre plates N O C R R—39 boxes cheese E F DelBondio—10 bbls wine C Doyle 3 cases shoes M Mumme—8 boxes hats to Simon & Kohn—2 do J U A ams—16 do F Meunier—2 do F Belden—9 cs shoes H & N Samory—2 do F P Martinez—26 bales sheeting Lehman, Abraham &co—25 bbls highwines J G Ryan—41 hf bbls butter J R Solari & Sons—35 bbls 5 puncheons wine Dan Moriarity—Total 315 bales cotton

MORGAN'S LOUISIANA AND TEXAS RAILROAD AND STEAMSHIP CO.

April 2—10 hhds sugar Bush & Levert—18 do Th Briere &co—11 do 2 bbls molasses Payne, Kennedy & co—3 do 2 bbls sugar Robt Hare—2 do Burke & Thompson—9 sacks wool Berkson Bros—6 sacks rough rice 9 pkgs eggs L Lacassagne—11 hlf bales moss Russell & Hall—1 ride Rykoski & Manade—5 hf bales moss 30 sacks rough rice 8 sacks onions 9 sacks potatoes 2 bbls do F P Sevin—30 sks do 11 pkg eggs L Surie &co—9 do 1 pkg hides Queyronze & Bois—1 bale moss 20 sacks onions 4 pkgs eggs Lahey & Chaissagnac—10 sacks rough rice J Vignes—1 dry hide 23 bales moss 5 hf do G H Wright—6 bales moss 7 hf do 9 pkgs eggs L Terrebonne—8 do 25 sacks onions 5 sacks potatoes J M Walsh—10 do 2 bales moss 13 sacks rough rice 3 pkgs eggs J Birolet—Total 39 hhds sugar 4 bbls sugar 5 bbls molasses 59 sacks rough rice

From Brazos Santiago—Per steamship Aransas—3722 loose hides 13 bales skins 45 do hair 11 do horns 41 do wool 48 sacks wool $12,968 specie C A Whitney &co—$555 Zuberbier & Behan—300 A Olivier—$1500 A Palacio—$848 Anderson & Simpson—$900 F Lastra—$1065 64 Gordon & Gomila—$880 H S Foote—$1756 A Marks & Bro—$935 S J Flatow—$902 Hernsheim & Bro—Total $9889 64 specie

From Clinton—Per steamship Hutchinson—304 sks bone meal 15 sacks wool 12 bales hides 289 bales cotton C A Whitney &co—2 do H Daniesi &co—8 bbls tallow Hay & Mobile—19 bbls pecans Loeb & Oppenheimer—total 291 bales cotton

From Galveston—Per steamship Hutchinson—59 bdls iron M Schwartz & Bros

NEW ORLEANS AND MOBILE RAILROAD.

April 26—202 bales cotton to order—16 do to Allen West & Bush—2 Bickham & Moore—1 Norton & Bell—5 bales moss T Green—9 boxes bottles C C S W Co—2 cars lumber J H Byrne—20 bbls turpentine 100 bbls rosin Simpson & Tricou—100 bbls lime L M Gex—3 rolls leather John Frank &co—5 bales domestic to Nelson Mestes—4 boxes mdse H & N Samory—1 do G Pitard—3 cases handles Stauffer, Macready &co—2 boxes candles J Nelson &co—1 keg vinegar Geo Moore—240 sacks chicken H & B Beer—15 pkgs butter W H Holmes &co—15 do C H Lawrence &co—12 do 15 boxes cheese John T Moore &co—2 boxes drugs to G R Finlay &co—1 pkge hardware S Laycock &co—1 coop poultry C Roncire—sundries to order—Total 221 bales cotton

Receipts at the Old Basin.

Biloxi—Per schr Major H J Ranney—40,000 feet lumber

Stockton—Per schr Wilhelmina—50,000 feet lumber

Biloxi—Per schr Two Friends—27,000 feet lumber to order

Bayou Lacombe—Per schr Martha Washington—100 bbls charcoal to master

Tchefuncta River—Per schr Almira—1000 bbls charcoal to master

Mobile Bay—Per schr Friendship—Potters' clay to order

Receipts at the New Basin.

Tchefuncta River—Per schr Dorio and Doirio—650 bbls sand to order

LIST OF VESSELS

Up, Cleared and Sailed for New Orleans.

APRIL 26, 1879.

Domestic.

NEW YORK.

Steamship New Orleans, Halsey ..... sld Apl 19
Schr Wm B Steelman, Chamberlain ..... sld Apl 5

PERTH AMBOY.

Schr Annie E Kraus Purvere ..... ldg Mar 22

BATH, ME.

Ship Scotia, Stinson ..... ldg Apl 6

Foreign.

LIVERPOOL.

Steamship Ithuriel, Hollis ..... sld Apl 9
Steamship Cordova, Jackson ..... sld Apl 4
Steamship St Louis, Reid ..... sld Apl 3
Ship Forest Belle, Scott ..... sld Mar 1
Bark Inveresk, Watson ..... sld Jan 24

PENARTH.

Steamship F W Harris ..... sld Apl 3

DUBLIN

Bark Tropic, Kenner ..... cld Dec 24

HAVRE.

Ship Northampton, Murphy ..... sld Mar 23
Bark D Canata, Farina ..... sld Mar 7
Bark Aagot, Johnsen ..... sld Mar 25
Bark Velox, Olsen ..... sld Apl 4

BORDEAUX.

Bark Comtesse Duchatel, Dupont ..... sld Mar 28

MARSEILLES.

Bark Elliott Ritchie, Hutchinson ..... sld Apl 10
Bark Arcangelo Padre, Scala ..... ldg Jan 4
Bark Virginie de Guardia, Scotto ..... ldg Feb 16
Bark Michele Galatola, Ferraro ..... ldg Mar 8

CHERBOURG.

Bark Stadt Frankfurt an der Oder, Honvet ..... sld Mar 26

BREMEN.

Ship Magdalena, Meyer ..... sld Mar 10

TRIESTE.

Bark Jason, Anderson ..... sld Jan 2

BARCELONA.

Bark Juno, Lindt ..... sld Feb 15

NAPLES.

Bark Ariadne, Bjonness ..... sld Dec 30

PALERMO

Brig Cinque Sorelle, Luna ..... sld Feb 19

RIO DE JANEIRO

Bark Moorhill, Brown ..... ldg Mar 9
Brig Nuovo S Michele, Michele ..... sld Jan 3
Schr Anna, Miller ..... sld Dec 24

ROTTERDAM.

Schr Jos Slater, Hawkins ..... sld Mar 14

ALEXANDRIA, EGYPT.

Bark Charlotte, Johansen ..... sld Nov 27

HONFLEUR

Bark Kalliste, Kittel ..... sld Jan 6

GIBRALTAR.

Bark Stranger, Tonneiz ..... sld Jan 30
Brig Sorelli, Sinis ..... cld Mar 15

LUSSIRE.

Bark Plod, Tarabochia ..... cld Feb 6

THE LOAN OFFICE.
OTTO SCHWANER,
17 ..... Baronne street 17
Between Canal and Common.
Opposite Grunewald Hall.
Advances made on PIANOS, for which special accommodations are made. j511

OUR PHYSICIANS RECOMMEND ITS USE.

TRADE MARK REGISTERED 1877 AND 1878.
USE THOMAS' HAIR SOAP,
For falling of the Hair, removes Dandruff, cures Flesh Worms, Pimples on the face, Tetter, Ringworm or any skin Eruption. Ask your druggist, or address J. W. THOMAS & CO.,
mh16 1y 73 Canal street, New Orleans

Meat Stalls Nos. 37 & 38 Magazine Market
Supplies Ships, Families, Hotels, etc., with
EGGS, VEGETABLES,
FOWLS, GAME,
Beef, Mutton,
Pork, Sausage, Tripe, Etc., Etc.
And everything the market affords.
no8 6m MARTIN LANNES, Butcher

STEAMSHIPS.

LIVERPOOL.

CUNARD ROYAL MAIL STEAMERS.
SAIL EVERY SATURDAY
From New York for Liverpool.
Passage secured in advance by application to
A. S. STUART, Agent,
ap27 Su 1m No. 39 Carondelet street.

LIVERPOOL SOUTHERN S. S. LINE.

	Tons.	Commanders.
ALICE	1250	J. George.
CHANCELLOR	2050	G. Reynolds
CHRYSOLITE	1000	Jones.
COGNAC	1000	W. Aiken.
COMMANDER	1600	R. Ellis.
CORDOVA	1417	W. Lang.
COUNCILLOR	2500	W. Tutton.
DISCOVERER	2500	R. R. Williamson
EXPLORER	2010	W. Jackson.
FIRE QUEEN	1180	Williams.
GLADIATOR	1000	L. Jones.
HISTORIAN	1850	W. Wallace.
LEGISLATOR	2150	T. Burley.
MEDIATOR	2010	J. Hanney.
ORATOR	1842	J. Corbishley.
OBERON	1228	J. Campbell.
STATESMAN	1850	W. Hughes.
VANGUARD	1405	W. G. Gell.
WARRIOR	1220	W. L. Jones.

The steamship
CHANCELLOR,
Valiant Commander,
will sail on or about April 28, 1879, from wharf, foot of Esplanade street.
Will receive cotton and sign through bills lading for the Continent, between Havre and Cronstadt.
These steamships, being of light draft, will cross the bar of the Mississippi at all times without detention.
For freight apply to
DECAN & CO.,
de20 1y 189 Gravier street.

HAVANA—FLORIDA PORTS.

FOR CEDAR KEYS, KEY WEST AND HAVANA
UNITED STATES MAIL LINE.
LEAVING EVERY WEEK
The first-class steamship
MARGARET,
Cooksey, commander,
will leave wharf foot of Calliope street.
Leaves WEDNESDAY, April 2, at 8 p. m.
Passage rates to Havana, $35; Excursion tickets, $60.
Passage rates to Jacksonville, $17 including state rooms and meals.
Through bills of lading issued to all points Florida.
For Freight or passage apply to
I. K. ROBERTS, 120 Common street,
Over Louisiana National Bank
The steamship ——— follows, on the ———
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BREMEN.

NORTH GERMAN LLOYD.
STEAM BETWEEN BREMEN AND NEW ORLEANS, VIA HAVRE, SOUTHAMPTON AND HAVANA.
The steamships of the North German Lloyd will resume their Regular Trips, as follows:

	From Bremen.	From N. Orleans.
Nurnberg	March 26	About May 4
Braunschweig	.....	.....

These steamers touch outward at Havre and Havana, and on their home trip at Havana and Southampton.

PRICES OF PASSAGE:

From Bremen, Southampton or Havre to Havana or New Orleans—Cabin, $150; Steerage, $36.
From New Orleans to Southampton, Havre or Bremen—Cabin, $150; Steerage, $45.
From New Orleans to Havana—Cabin, $36; Steerage, $15.
Children under ten years, half price; children under one year, free.
N. B.—Our agent for Texas, Mr. Peter M. Erhard, in Galveston, is authorized to issue steerage passage orders at the following through rates:
From Bremen to Galveston, $42.
From Bremen to Indianola, $45 50.
The company reserves the right to change the route of the steamers, their advertised days of departure and the prices of passage.
Passage tickets from Bremen, Southampton or Havre to New Orleans issued by the undersigned.
For further particulars apply to
ED. F. STOCKMEYER & CO., Agents,
1y 42 Union street.

THE HEALTH OF THE CITY.

APPEAL TO THE CITIZENS OF NEW ORLEANS.

The New Orleans Auxiliary Sanitary Association has entered upon its duties. Its purpose is to second and supplement the work of the Board of Health and the city authorities, in putting our city at once in as good a sanitary condition as possible, and in keeping it so and steadily improve it. To this end it asks the earnest and intelligent co-operation of every citizen, rich and poor, who has an interest or pride in New Orleans, or any regard or love for the prosperity of this city.

The association with profound satisfaction refer to the well-known gentlemen whose names are on lists of its officers and members as a guarantee of its purposes and the honest spending of every dollar.

The association will consider itself under pledge to expend the money entrusted to it under the direction of its finance committee with sanction of its executive committee. At stated times a public report will be made of every dollar received and disbursed.

For any effective cleansing up and keeping clean of the city a considerable sum of money will be required in addition to the very small sum appropriated to that work by the city budget, for which limited appropriation the Department of Improvements, nor any other department are not to be blamed.

The money we ask you to contribute for our work will return, however, at once to the laboring classes of our people by giving employment to many men in enforced idleness. It will do good in both ways and still remain at home.

Committees are now engaged in soliciting contributions to the treasury of our association from the business men and institutions of our city. But such canvassing must of necessity be partial, and we appeal at once to every citizen to contribute according to his ability, and without waiting to be asked. It must be understood that the association is purely voluntary. It can expend only what is given it. It can impose no tax and make no loan. We need not argue that it is better to spend money to prevent sickness, than to cure it. A dollar now judiciously spent may save a hundred hereafter.

It is noble and humane to contribute, as our people did last summer, their thousands to nurse and care for the indigent sick. It is no less noble and humane and far wiser to contribute their tens and hundreds now to prevent such sickness and misery again. We believe our people are awake to the common sense view of this question. Fellow-citizens, the fortune and future of our city are in the balance. The dullest cannot fail to see it is, "God helps those who help themselves." Even the Almighty cannot help those who will not help themselves.

To the patriotism, the benevolence, the intelligence and self-interest of our people we appeal. The eyes of the country are upon us at this moment. Let us resolve that no effort of ours shall be lacking. Let the rich give largely. Let the poor man send his mite.

Let the ladies not forget this work; there are none more interested than they. No contribution will be refused on account of its smallness; all will be acknowledged promptly as desired.

We do not doubt that the people of New Orleans will show themselves in this undertaking worthy of their name and record. The only reward desired by those who founded this association, and will for the present direct its efforts, is the approbation of their own conscience and the earnest hope that when their work is completed it can be said of them: "Well done, good and faithful servants."

Address contributions to Henry Ginder, treasurer, or to any member of the finance committee.

CHAS. A. WHITNEY, President.
CYRUS BUSSEY, Chairman Executive Committee.
ALBERT BALDWIN,
W. B. SCHMIDT,
JAMES L. DAY,
JULIUS WEIS,
S. HERNSHEIM,
GEO. HORTER,
EDWARD FENNER,
Finance Committee.
JOHN C. HENDERSON, Recording Secretary.
ap14 1st

JAMES LINGAN,
ATTORNEY AND COUNSELOR AT LAW.
26 Carondelet street,
my7 NEW ORLEANS, LA.

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

FOR SHREVEPORT.
Danube, Charles Thorn, master,
Leaves on WEDNESDAY, April 30, at 5 p.m.
No wharfboat charges, drayage or commission will be charged at mouth of Red River, Bayou Sara, or at New Orleans, in forwarding freight consigned to the company by bill of lading.
For freight or passage apply on board of the boats or at the office of the company, No. 11 Gravier street. JOS. A. AIKEN, President.
M. W. JOYCE, GEO. D. HITE.
J. E. CARLIN, BRITTON & EPPLER.
ja4 LORD & McPEAKE, Agents.

WEEKLY RED RIVER PACKET.
Leaves every SATURDAY at 5 p. m.
FOR GRAND ECORE, ALEXANDRIA, EGG BEND, Norman's, Barbin's, Ware's and way landings—The steamer
YAZOO VALLEY,
(In place New Bart Able.)
G. W. Rea master, H. J. Boazman clerk.
Will leave as above. For freight or passage apply on board, or to
R. W. ADAMS, 21 Commercial Place.
P. S.—Freight consigned to wharfboat, mouth of Red river, or to agents at New Orleans, for the steamer Bart Able will be forwarded free of charge. jes

BAYOU SARA.

REGULAR SEMI-WEEKLY BAYOU SARA AND COAST PACKET
UNITED STATES MAIL.
Leaves every WEDNESDAY and SATURDAY at 5 p. m.
FOR BAYOU SARA, WATERLOO, Hermitage, Port Hickey, Baton Rouge, Plaquemine and way landings—The fast and splendid passenger steamer
JOHN W. CANNON,
John C. Libano, master, J. H. Mossop, clerk.
Clinton and Woodville freights shipped Wednesday reaches their destination Friday evening.
Clinton and Woodville freights shipped Saturday reaches their destination Monday evening.
For freight or passage apply on board or to
GEO. D. HITE, 142 Gravier st.
BRITTON & EPPLER, 106 Gravier st.
LORD & McPEAKE, 122 Gravier st.
au29 C. G. WAYNE, 82 Gravier st.

DONALDSONVILLE, BATON ROUGE AND BAYOU SARA.
UNITED STATES MAIL PACKET
KATYDID,
In connection with New Orleans and Texas Railroad, Leaves Donaldsonville daily (Sundays excepted) on arrival of train from New Orleans for Baton Rouge, on Wednesdays and Saturdays will extend trips to Bayou Sara.
Leaves Baton Rouge daily (Sundays excepted) in time to connect with train at Donaldsonville for New Orleans.
Express packages, charges prepaid, received at ferryboat of New Orleans and Texas Railroad, for postoffice landings on route, and at the office of T. TUPPER, Agent,
31 St. Charles street.
m16