The New Orleans Bee.

OFFICE 73 CHARTRES STREET. NEW ORLEANS, SATURDAY MORNING, JULY 23, 1870. 13TH YEAR—Vol. XLIII.—Whole—15,118.

NEW ORLEANS DAILY BEE.
CLAQUE & LIMET, PUBLISHERS,
No. 73 Chartres Street.

TERMS OF THE BEE.
Subscription—Daily, per annum, in advance, $12; half-yearly, $7; quarterly, $4. Single copies, 5 cents.
Weekly is published every Tuesday and Saturday. Subscription, $3 per annum, or $1 in advance.
Advertising—Transient advertisements, one square, one insertion, $1 50 per square, each subsequent insertion, $1 per square.
Editorial Page, monthly advertisements, per square, $20 not per square.
Advertisers, when advertisements largely, should be allowed such discount from the above transient rates as may be agreed upon.
Notice shall such discounts exceed 25 per cent.
Marine Notices of departures to be charged 25 cents not per line, each insertion.
Legal advertisements must be paid for in advance.
Advertisements not marked for any number of insertions, will be published six times.
Advertisers with regular advertisements shall be rendered monthly.

Semi-Weekly Bee.
SUBSCRIPTION PER YEAR.....$5

NEW ORLEANS:
SATURDAY MORNING, JULY 23, 1870.

EXTENSION OF THE JACKSON RAILROAD.

NECESSITY OF A UNION RAILROAD DEPOT.

Several railroad depot where all the leading in different directions, can has been considered a necessity in greatest city in Europe and America, but in New Orleans, the third seaport of the Union. Shall we suffer this reproach longer, and yield to the arrogant and selfish demands of property owners who allege that the movement of years, however drawn—whether locomotives or by horses—is injurious to their interests and disagreeable to their feelings? Nothing is clearer to the minds of all than that all unnecessary charges for all charges that has possibly be doubled must be lopped off from the expense of transporting goods from point to point. The competition for business is so close now-a-days, and the public demand increased facilities in the carrying trade so imperious that transportation companies cannot, if they would, fail to keep with this march of improvement. It has been frequently demonstrated that the expense of drayage of goods through New Orleans from the Levee to the Jackson Railroad depot, is greater than the freight charges from New Orleans to Canada. The only objection then which can be urged to the proposed extension of the Jackson Railroad track from the present depot on Gallipo street to the river is the necessary injury which the movement of cars through the streets on the line selected by the company, will do the property owners of those streets. But this objection is never apart for consideration and if there are of opinion that it ought to be the public interests. Railroad cars move without endangering the public safety through the streets of Boston, New Philadelphia and Baltimore. Why should not New Orleans? Any discussion of this subject would be ill-timed, as that the Legislature at its last session authorized, by an enactment, the extension of the Jackson Railroad from its depot to the levee, which provides that as a motive power should not be used on Delord or St. Joseph streets, from Rampart street to the levee. When we had upon to comment upon the advantages such an extension we expressed our opinion.

Recently trust that the Judges of the courts may be able to see their way clear to decision in favor of the public, because that may arise involving the rights of this track extension.

In case, we believe, is before the District Court to-day, the Judge which, we have no doubt, will give full effect to the law authorizing the extension. We publish below:

Relative to the New Orleans, Jackson and Great Northern Railroad Company.

Resolved, It is essential to the commercial prosperity of the State of Louisiana, that the cost of transportation of freight be reduced to the lowest point practicable; and

Whereas, There now exists an almost total break of gauge about a mile between Mississippi river the great highway to the West and to the ocean, and the depot and central terminus of the New Orleans, Jackson and Great Northern Railroad, at the grand avenue of trade and travel in this city;

Resolved, *Be it enacted by the Senate and House of Representatives of the State of Louisiana in General Assembly convened*, that it shall be the duty of the Board of Directors of the New Orleans, Jackson and Great Northern Railroad Company, within ninety days from the approval of this act, to extend their track from the present terminus of the Jackson Railroad depot, along the said streets from their present depot to the Mississippi river, along the said streets and lands equally, by the shortest or most practicable route to the levee, thence to Louisiana and back equally, by the shortest or most practicable route to the New Orleans, Jackson and Great Northern Railroad depot, and to that end power and authority are hereby granted and conferred to construct and maintain such a track and use the same for the purpose of freight and passengers, provided, that steam shall not be used as a motive power on Delord or St. Joseph streets from Rampart street to the levee.

Be it Resolved, Second, &c. That this act shall take effect as soon as the directors of said corporation so amend their rules and regulations relative to passengers as to comply with the requirements of the thirteenth article of the constitution of this State, a certified copy of which to be filed in the office of the Secretary of State.

This act was passed at the extra session, became a law by the approval of the Governor on the twenty-first day of last month.

Excursion Fares—Jackson Railroad.—The attention of our readers is called to the advertisement of Superintendent T. S. Williams, in another column, announcing the price of excursion tickets to the different stations on the Jackson Railroad, between New Orleans and Pontchartrain, per Saturday afternoon trains, which tickets being good to return on Sunday or Monday morning trains. The price of the regular fare.

New Orleans and New York, Mobile and Central and Jackson Railroad.—These roads, we are informed, are prepared to perform first class service for freight, as well as way passengers. They offer close connections at all points, enabling passengers to and from New York to make the trip in 70 hours. They are provided with new and luxurious sleepers, fitted up with the latest improvements.

Express trains from the North arrive at New Orleans at 3:40 A. M., and mail trains at 10:5 A. M.

Express trains going North leave New Orleans at 4:15 P. M., and mail trains at 7 A. M.

See advertisement in another column.

General Changarnier.—The New Orleans papers of the 18th contain telegrams from Paris of the previous day, stating that General Changarnier, one of the most distinguished soldiers of France, had been restored to the command of the reserve of the army, with the rank of Marshal of France. Gen. Changarnier has a French service, and was prominent in the government of France under Gen. Cavaignac in 1849, and a strong opponent of Napoleon and was banished from France by the decree of January 9, 1852. By the general amnesty he returned. Proof of magnanimity in calling him to command reflects the highest credit on the Emperor.

German Contributions in Aid of Their Countrymen.—The German Gazette of yesterday contains a list of subscriptions made by German residents of New Orleans, in aid of the wounded soldiers of the Prussian army and the families of those who fall in battle. The subscription, so far, amounts to one hundred and forty-one dollars and seventy-five cents ($141 75.)

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Thanks to Capt. Jamel, of the Southwestern Bart Able, for appreciated favors.

To the Famous, Rel—Gentlemen and ladies, who have had their hands permanently stained with unsightly and unseemly dyes, are invited to try Hagan's new discovery Vitalia, or Salvation. It is a delicate—clear and sweet smelling—without sediment. Sold by all druggists and fancy goods dealers.

Cheterlin College, Ohio, is to have a professor of Christian apologetics in its faculty. Whether its apologetics to be of a Christian is not stated.

BY TELEGRAPH.

[To the New Orleans Bee.]

FROM EUROPE.

The Franco-Prussian War.

Vessel Shot at by French Cruisers.

American Steam Service Suspended by German Lloyds.

Illness of Napoleon.

Meeting of Prim and Prince Hohenzollern.

HOME NEWS.

Sheridan Sailed for Europe.

The North Carolina Outrages.

Indignation of White Soldiers.

Hanging of Phillips at Richmond.

Political Intelligence.

Miscellaneous.

FOREIGN INTELLIGENCE.

Paris, July 22.—It is reported that Gen. Prim and Prince Hohenzollern met on the Franco-Spanish frontier.

M. Berthemy will remain at Washington as French Minister.

The *Moniteur* says: It is not true that Spain has made an alliance with France. Spain remain neutral.

The *Moniteur* discussing Prussia's demands for the neutrality of the Baltic sea, says: "Any support of Prussia's demand will be regarded as an act of hostility to France, as the Baltic is destined to play an important role in the war."

Paris, July 22.—Henry Martin, the celebrated French historian, publishes a leading article in the *Siecle* this morning, taking ground that France ought to break with Rome, seeing that the extravagant pretensions of the Pope are fatal to the liberties of the Gallican Church.

The *Journal Officiel* publishes a circular from the Minister of Foreign Affairs, dated 21st inst., and addressed to the Diplomatic Agents of France at foreign capitals.

The circular mentions the explanation made on the 15th of July in the Chambers, in regard to the past events of a negotiation in which, *as fast as we* redoubled our efforts to preserve peace, secret designs were directed by an adversary resolved to render peace impossible.

Whether the Berlin Cabinet had judged war necessary for the accomplishment of their projects against the self-government of the German States, are hardly satisfied at having established in the centre of Europe a military power formidable to all its neighbors, they had wished to turn to account the power already acquired by displacing definitively to the advantage of Prussia the international equilibrium. The premeditated intention to refuse us the guarantees which were indispensable to our security, as well as our honor, is shown by the strongest evidence in their conduct during the negotiations.

The circular then mentions the candidature of Hohenzollern, and declares that the Berlin Cabinet had hoped to place that prince on the throne of Charles Fifth by surprise, believing Europe would accept him as an accomplished fact, and that France, in spite of latent temporizing, and the Russians more than 80,000,000. But such is the superiority of the Germans to the Russians in war, Wadich, that for the present they are the most powerful. But it has been the misfortune of the Germans that their Stock Exchange speculators made stocks from their present depot to the Mississippi river, along the said streets and lands equally, by the shortest or most practicable route to the levee, thence to Louisiana and back equally, by the shortest or most practicable route to the New Orleans, Jackson and Great Northern Railroad depot, and to that end power and authority are hereby granted and conferred to construct and maintain such a track and use the same for the purpose of freight and passengers, provided, that steam shall not be used as a motive power on Delord or St. Joseph streets from Rampart street to the levee.

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Foreign News.

ENGLISH AND BELGIUM NEUTRALITY.

We extract from Western papers:

The Duke the Grammont, Minister of Foreign Affairs, has informed the English and Belgian Ambassadors that France will respect the neutrality of Belgium, even strategically.

A French war loan of 500,000,000 francs has been obtained.

BELGIUM.—TRUSTS FRANCE.

Brussels, July 19.—France has communicated to the powers the notification that she has entered into reciprocal engagements with Belgium and Holland ensuring their neutrality. France is also in active negotiations with Russia to obtain her formal promise of neutrality.

ENGLISH NEUTRALITY.

London, July 19.—In the House of Lords last night, Earl Russell inquire what were the views and purposes of the Government in the present situation of the continent, and Earl Cairnes asked especially if steps have been taken to enforce the neutrality laws.

Earl Granville said that documents concerning the war would be laid before the House as soon as they were copied.

After the dispatch of some local business, the House adjourned.

In the House of Commons, Harcourt made inquiry touching measures for the preservation of English neutrality.

Gladstone said the inquiry was premature, coming before a declaration of war had been made.

While the Premier was thus speaking, a dispatch from Lord Lyons was handed to him, announcing that a formal declaration had been sent by the French Government to Berlin.

Gladstone replied that all the papers would be submitted as soon as possible, and that a measure looking to the preservation of neutrality was in preparation. Particular attention would be paid in the measure to the status of belligerents' ships in British ports.

After discussion on the strength of the army, during which Osborne asserted that the Government was unable to put 50,000 men in the field, the Commons adjourned.

Crown Prince Frederick William has departed from Munich; chief command of the South German armies has been conferred on him. His cousin, Prince Frederick Charles is to command the troops of the North. Prussian troops are passing westward, some have received counter-orders which are perhaps on account of apprehensions respecting Austria.

According to private information received in this city, the French army has a start of five days on the Prussians.

There are rumors in circulation that the French troops have commenced bombarding the town of Saar Louis.

What the Germans Say of King William.

At a meeting of Germans in Memphis on Wednesday night last a speaker of the same of Laski made some complimentary observations touching the King of Prussia.

The Memphis *Appeal* thus reports them:

Loud calls were made, on their retirement, for Dr. Laski.

This gentleman responded to the call and made an address which was not exactly the thing they looked for. The Doctor said, that he was a Prussian and had served in the army nine years. He was called upon to speak, and he would speak the truth. "We have come together," said he, "to express our sympathy with King William in this war—not our sympathy with him as Prince or King—but as German speaking to the German people. (Applause.) As to King William, he (the speaker) knew him well. He is a despot. (Sensation.) Yes, a despot from his birth. (Hisses and applause.) He is [here the speaker's voice was drowned by cries of 'sit down!' 'no further!' 'go on!' etc.] He is what the German painted him this morning. But no matter; we come together as Germans to signify our hearty cooperation in its attempt to put down the bandit on the throne of France! (Applause.) Your speaker (Dr. Jourdan) referred in his telegram from King William published this morning, and proposes that the Germans of Memphis send a similar one to that sent by Chicago. If you do, send it to Bismarck. [cheers] to the *real* leader: not to that *carteiches prinz* (which translated means 'rubber prince'—*Red Mr* translator) Kerl, King William of Prussia! Tremendous uproar—cries of "down!" "Go on!" "Put him out!" etc.]

The Population and Fast Political Action of Germany.

[From the Cincinnati Enquirer.]

If all the Germans were united under one head, their numbers would constitute a nation of 50,000,000 strong, and be, perhaps, the first power in Europe. They are in the center of the continent. Upon the east is the Sclavonian Empire of Russia, and on the west the turbulent Gallic Frank element in France. Of the latter there are over 40,000,000, and of the Russians more than 80,000,000. But such is the superiority of the Germans to the Russians in war, Wadich, that for the present they are the most powerful. But it has been the misfortune of the Germans that their Stock Speculators made stocks from their present depot to the Mississippi river, along the said streets and lands equally, by the shortest or most practicable route to the levee, thence to Louisiana and back equally, by the shortest or most practicable route to the New Orleans, Jackson and Great Northern Railroad depot, and to that end power and authority are hereby granted and conferred to construct and maintain such a track and use the same for the purpose of freight and passengers, provided, that steam shall not be used as a motive power on Delord or St. Joseph streets from Rampart street to the levee.

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CITY INTELLIGENCE.

The Jackson Railroad Extension.—The work on the new depot, or rather the extension of this road to the river, has been suspended by order obtained from Judge Emerson's court. The railroad company, it will be remembered, had previously obtained an injunction of counter effect from Judge Dibble, to restrain proceedings in the St. Joseph street front interfering with the proposed extension. The Bee thus states that the company intend building a depot on Tivoli Circle, meaning, we presume, not the occupancy of the Circle, for that is the city's property, but some of the property bordering on the Circle.

The Lottery Company.—The stock of this company has been advancing with great rapidity for several weeks and promises to reach, if not par value—ofte hundred dollars per share.

Defamation Against the "Civilian Press Association."—Eighth District Court.—Dolter, Goldstein & Co. vs. Sawyer Haywood.—In this case Plaintiffs have filed a petition in the following effect: They represent that the defendant is a member of an association known as the "Cotton Press Association" which is composed of the lessees and owners of all the cotton presses of the city of New Orleans, except the Safety Cotton Press.

Petitioners represent that the object of said Association is to monopolize and control the handling of all the cotton brought to this city and that one condition of membership in said Association is that no press shall compete for business with the other presses of said Association, and that in consideration of withdrawing from competition, the profits of all the business done shall be divided among the presses that render no service to the owners and buyers of cotton, equally with those that do.

Petitioners represent that a large number of said presses do no business, or very little, and that to furnish them their distributive share of profits, the insurers and buyers of cotton are burdened with unjust and extortionate charges for storage and handling and compressing of cotton.

Petitioners represent, further, that in common with the other owners and buyers of cotton, they have been subjected to the unjust and excessive charges aforesaid, and that they have sought to escape the burdens of said monopoly by having their cotton compressed at the "Safety Cotton Press," which is not connected with said association.

Petitioners represent that said association exercises their monopoly by onerous and unjust demands upon all who seek to avoid their exactions, and that the defendant, in conformity with the rules of the association, has charged petitioners 25 cents per bale on all that cotton stored in defendants press, bought by petitioners since December, 1867.

It is alleged that this charge is made for allowing the cotton to remain in the hydraulic press, as was subsequently removed to be compressed in the Safety Cotton Press.

Petitioners represent that the marking of the cotton was done before it became their property, or they had become in any manner responsible for the same, and that defendant knew it, when he charged them.

It is further represented that W. O. Bell, Secretary of the association and agent for the defendant, notwithstanding their illegal demands, has refused to receive payment under protest, and declared that he would harrass petitioners with a multiplicity of writs and costs, and that defendant, in accordance with this threat, divided his account of $997 50 (25 cents per bale) into twenty-four parts, each of which he brought suit before Judge Collens.

The verification of the reported decline at Liverpool and a material reduction in Gold, partially suppressed the movement in the morning, and although several buyers came forward for spinnery kinds, which are scarce, at full rates, nothing was reported. Later in the day, however, the above amount changed hands at about the quotations given. Buyers complained that the bulk of the better qualities was extremely limited.

The sales for the past three days sum up 2000 bales, making an average for the week of 5500, against 3000 last week and 6300 the week before, and the week's receipts of 6000 bales, against 7000 last week, delivery ports and 1748 proper, against 2300 proper last week and 450 last week. Receipts proper the 1st of September 1st 1,130,151 bales, against 735,000 last year. The week's exports comprise 5720 bales, embracing 2276 to Havre, 39 to Ghent, and 3405 to New York.

COTTON STATEMENT.

Stock on hand Sept. 1st, 1869, bales		779
Arrived since last statement	2,000	
Arrived previously	3,500	
Supplemental, etc.	9,000	1,500,079
		1,500,858
Cleared to day	11,72	
Cleared previously	1,519,000	1,530,720
Stock on hand and on shipboard		30,138

To-day's exports were to New York, 3405 bales, coastwise 2120 bales. The receipts were 2000 bales, against 2132 last week, 2456 last year, and since September 1st, 1,130,151 bales, against 735,000 last year.

Total exports, 1,519,000 bales, against 1,530,720 last year. Stock on hand and on shipboard, 30,138 bales, against 779 last year.

Cotton Tips—Are selling at 5½@5¾c per lb. as in quality.

Naval Stores—Tale Rosin is steady at 3@3¼ per 3 lb. bbl, other grades dull and nominal. Spirits Turpentine in good request at 36 lb. gallon.

Cotton Meal—Is steady and in request; 50 and 60 bble kiln-dried sold on the landing at $6 25 @ $6 50. Favorite brands are quoted at $6 75 @ $7 bbl from store.

Star Candles—Are in request and prices have advanced; 1,000 boxes 11 sold at 12c @ lb. Holders are firm on the 1st 1870c for full weight.

Corn Meal—Is steady and in good demand selling at $13 @ ton, and prices have a further upward tendency.

Poultry and Eggs—Chickens are selling on landing at $4@$5 50 @ dozen for grown and fowl for young, Turkeys at $1@$1 50 @ dozen. Eggs are firm at 15 @ 17c @ dozen.

FOREIGN MARKETS.

Liverpool, July 22—Afternoon.—Cotton 450,000 bales, of which 62,000 American. Sales of American at 10½@10¾ and middling fair 11¾. Pork advanced 2s. Bacon—Cumberland cut 56s 6d; ribbed middles 55s.

Paris, July 22.—Bourse closed firm at 65f. 15c.

London, July 22—Evening.—Consols closed at 92. Bonds steady. Stocks flat.

Liverpool, July 22—Evening.—Cotton closed steady and unchanged, sales to-day 10,000 bales, of which 500 were for export and speculation. Beef firm. Pork excited. Tallow active. Flour 25s.

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New York, July 22—Evening.—Money closed easier. Exchange almost nominal. Government bonds opened firmer, with improved demand; during the afternoon strong and higher. 6s of 1881, with coupons, 115¾; 68s, 1862, 114¾@115; 10-40s, 107¼; 67s, 107¾; 68s, 107¼; 10-40s, 106¼.

The Gold Room was the scene of considerable excitement this morning. Market opened at a very early hour at 19¼. At this juncture, advices from London were more favorable, consols being quoted at 92¾, 5-20 bonds at 82. This was the signal for a rush to sell gold, under which the market declined suddenly to 16. Later in the day London telegrams quoted a rection in all securities, consols rising to 92 and 5-20 bonds to 82.

This started market on an upward turn, and the price advanced to 19¾.

Towards the afternoon the Gold Room was quite lively. There was a sudden drop in the price to 18¾.

On reports being received from Europe that Napoleon was too sick to go to the front to-day, there has been a marked absence of any panics at London and Frankfort, but, on the contrary, bonds are higher there, and better feeling prevails. Gold closed weak at 118¾@118⅝. Southern securities opened heavy—during the afternoon a strong position, closing nominally unchanged, Tennessees, 62¼; new, 60. Virginias, 60; new, 60. Louisianas, 65; new, 72. Missouri 6s, 92. Alabama 8s, 95; 5s, 73. Georgia 6s, 80; 7s, 93¾. North Carolinas 47, new, 30¼. South Carolinas, 95; new, 74.

(Previous Dispatches.)

Washington, July 22.—Foreign Summary.—A correspondent of the London Times was arrested at Metz as a spy, spent the night in jail, and was then expelled from the French lines.

A vessel that arrived at Newcastle, England, reports having been shot at by a French cruiser.

It is reported that the Prussians have retired from their former position between Lauterburg and Palatinate, and are massing between Coblentz and Mayence.

The German Lloyds have announced a suspension of the American steam service.

Austria is armed.

The belligerents begin with about a quarter of a million of men on both sides, but accounts of the European journals say that the French have more soldiers.

After the prayer he arose steadily, embrace and deliver the sentence, the sentence of the ministers, officers of the prison, and one of the witnesses testified to him. He then took his place on the drop, which fell a few minutes after one o'clock. Phillips struggled for four or five minutes and then hung still and dead.

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Towards the afternoon the Gold Room was quite lively. There was a sudden drop in the price to 18¾.

On reports being received from Europe that Napoleon was too sick to go to the front to-day, there has been a marked absence of any panics at London and Frankfort, but, on the contrary, bonds are higher there, and better feeling prevails. Gold closed weak at 118¾@118⅝. Southern securities opened heavy—during the afternoon a strong position, closing nominally unchanged, Tennessees, 62¼; new, 60. Virginias, 60; new, 60. Louisianas, 65; new, 72. Missouri 6s, 92. Alabama 8s, 95; 5s, 73. Georgia 6s, 80; 7s, 93¾. North Carolinas 47, new, 30¼. South Carolinas, 95; new, 74.

Washington, July 22.—Foreign Summary.—A correspondent of the London Times was arrested at Metz as a spy, spent the night in jail, and was then expelled from the French lines.

A vessel that arrived at Newcastle, England, reports having been shot at by a French cruiser.

It is reported that the Prussians have retired from their former position between Lauterburg and Palatinate, and are massing between Coblentz and Mayence.

The German Lloyds have announced a suspension of the American steam service.

Austria is armed.

The belligerents begin with about a quarter of a million of men on both sides, but accounts of the European journals say that the French have more soldiers.

After the prayer he arose steadily, embrace and deliver the sentence, the sentence of the ministers, officers of the prison, and one of the witnesses testified to him. He then took his place on the drop, which fell a few minutes after one o'clock. Phillips struggled for four or five minutes and then hung still and dead.

FOREIGN MARKETS.

Liverpool, July 22—Afternoon.—Cotton 450,000 bales, of which 62,000 American. Sales of American at 10½@10¾ and middling fair 11¾. Pork advanced 2s. Bacon—Cumberland cut 56s 6d; ribbed middles 55s.

Paris, July 22.—Bourse closed firm at 65f. 15c.

London, July 22—Evening.—Consols closed at 92. Bonds steady. Stocks flat.

Liverpool, July 22—Evening.—Cotton closed steady and unchanged, sales to-day 10,000 bales, of which 500 were for export and speculation. Beef firm. Pork excited. Tallow active. Flour 25s.

DOMESTIC MARKETS.

New York, July 22—Evening.—Cotton closed in fair demand; sales to-day 1800 bales; middlings 20½c.

New York, July 22—Evening.—Money closed easier. Exchange almost nominal. Government bonds opened firmer, with improved demand; during the afternoon strong and higher. 6s of 1881, with coupons, 115¾; 68s, 1862, 114¾@115; 10-40s, 107¼; 67s, 107¾; 68s, 107¼; 10-40s, 106¼.

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COMMERCIAL.

OFFICE OF THE BEE,
Friday Evening, July 22, 1870.

Cotton.—The sales to-day footed up 651 bales, at irregular and weaker prices, except for some exceptional kinds, which are scarce and firm. We quote ordinary at 9@11c; ordinary at 11¼@12¼c; good ordinary at 12@13c; low middling at 13@13¾c; middling at 13¾@14c, and strict middling at 14¼@14½c.

Exchange on sight and on time is quoted at par @ ¼ premium, the latter rate for bank drafts in other principal cities of France, Germany and Switzerland.

Liberal open orders made on commission by our friends in Liverpool, London, Havre, Marseilles and Genoa.

T. S. WILLIAMS,
General Superintendent.

Notice.

New Orleans, Jackson and Great Northern Railroad Company,
Office of the General Superintendent.
New Orleans, June 24, 1870.

From and after this date their will be no charge of Cars at Clinton, the full train going through to Jackson, stopping 15 minutes.

T. S. WILLIAMS,
General Superintendent.

MAGNOLIA GARDEN,

(BAYOU BRIDGE.)

Opposite the Depot of the Esplanade Street Cars.

Owing to the great want experienced in the vicinity of the Bayou Bridge for a place of recreation, the undersigned has, through the influence of his friends, succeeded in obtaining the beautiful place, as a Public Resort for the people of this city, with the accommodation of place, ability, to make it the most popular and fashionable in the South. A band of accomplished musicians, under the direction of Professor Lehmann, the best of music every afternoon and evening.

Refreshments of every description, which the cultivated taste of the place for a day, or a few hours, can desire, will be found at the Garden.

GEO. MEER, Proprietor.

Trusses and Braces.

The following highest premiums awarded to Dr. J. H. SPITZMANY, manufacturer and dealer, 1 Medal of Honor, Vienna, 1873; Fourth Medal, Paris, 1867.

Spitzmany's Trusses are the most comfortable Trusses for hernia.

Spitzmany's Trusses are best Trusses.

Spitzmany's Trusses are the best Trusses.

Spitzmany's Trusses are the best display of Orthopedic Appliances.

Spitzmany, inventor and patentee of Trusses for Hernia, Spinal Curvature, Back Pads, or the Pad of Life, Shoulder Braces, Crutches, Supporters, Bandages, Suspensories, Elastic Stockings, Shoulder Braces, Crutches, Supporters, Bandages, Suspensories, Elastic Stockings will receive personal attention.

Spitzmany's Trusses are best.

Spitzmany's Trusses are best.

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