The New Orleans Bee.

OFFICE 75 CHARTRES STREET. NEW ORLEANS, THURSDAY MORNING, JULY 7, 1870. 43d YEAR—Vol. XLIII.—Whole—15,105.

NEW ORLEANS DAILY BEE.

DUFOUR & LIMET, PUBLISHERS, No. 75 Chartres Street.

TERMS OF THE BEE

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Editorial Page, transient advertisements, first insertion, $2 per square.

Advertisements inserted in editorial columns to be charged double each insertion.

Editorial Page, monthly advertisements, per square, $50 per month.

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Advertisements not marked for any number of insertions, will be published six times.

Bills with regular advertisements charged to regular quarterly.

Semi-Weekly Edition.

TERMS: PER YEAR.....$5

NEW ORLEANS: THURSDAY MORNING, JULY 7, 1870.

THE KIDNAPPED CHILD.

It is commendable, the *Bulletin* and *Times* called the attention of their readers yesterday to a most extraordinary crime committed in this city, and one that is calculated to excite universal indignation and sympathy. No parent can read the story without determining to satisfy himself at once a police officer for the purpose of restoring to an afflicted mother the stolen infant and bringing to justice those who have engaged in so infamous a scheme.

The facts are that on the 9th day of June two children of Mr. and Mrs. Digby, living on Howard street, near Poydras, were walking not far from home. One of those children was a boy not yet three years old and the other a girl of about six years. By a piece of deception, they were induced by two colored women to leave his little sister with them for a few moments, while he went on an errand for them. When he returned the women and child were no longer to be seen, and had disappeared and that in the last direction. The distress of the parents may be imagined. The police have failed to find a clue to the stolen child or to the ladies who carried her away. In these circumstances, a number of benevolent citizens have addressed a petition to the Governor of the State setting forth the facts of the case and invoking the aid of the State authorities to discover the whereabouts of the lost child. Governor Smith promptly took the matter in hand and issued his proclamation, offering a reward of $500 for the recovery of the child and $500 more for the arrest of the offender, accompanied by evidence sufficient to secure her conviction and punishment. The guilty person is believed to be a colored woman named Martha. Mr. Digby, the father, also offers $500 reward for the return of his child. He says the woman Martha is well known, and that his child is seventeen months old, has a fair, blue eye, brown curled dress, without shoes or stockings. The Governor instructs the police force to be vigilant in their search, and requests the officers of the various colored churches to lend their assistance.

We answer the petition which has been addressed to Gov. Warmoth touching this case and would suggest that every citizen of New Orleans, made and should constitute himself and herself a police constable to discover this kidnapped child, and to bring the guilty parties to punishment. It is believed that there can both be found in the Third District by the exercise of a little vigilance and every dwelling be searched.

We respectfully represent to your Excellency that on Thursday evening, June 9, in default of seventeen months, the child daughter of Mr. and Mrs. Digby, residing on Howard street, near Poydras, was taken from the gate threshold of her father's house. No tidings have since been heard of it.

We sympathizing with the parents upon this terrible affliction has fallen on the undersigned ladies, residents of this city, in the delicious your Excellency to call the power entrusted to you as State, to offer rewards as tempting as possible, and to use all other means in your judgment and that of your advisers, may conduce to the recovery of the child. Not doubting your active cooperation and trusting that in the mercies of God, your efforts may be crowned, and that the painful feeling of community in reference to such a crime may be allayed by the early recovery of the child to those who love it, the petitioners will ever pray.

[Mrs. M. Hyer, Mrs. A. Sherman, Mrs. Mary Ann T. G. Richardson, Mrs. Sarah Lyons, Mrs. Mary Ann Bright, Mrs. E. W. Phillips, Mrs. Ann Bright, Mrs. Ann Phillips, Mrs. C. A. Cleveland, Mrs. Mary Ann Pennington, Mrs. W. R. Kershaw, Mrs. S. B. Cleveland, Mrs. C. Warren, Mrs. Geo. Cleveland, Mrs. J. Hopkins, Mrs. T. A. Cleveland, Mrs. C. H. Richards, Mrs. C. H. Richards, Mrs. J. Adams, Mrs. C. M. Schmidt, Mrs. R. Kane, Mrs. Geo. Cunningham, Mrs. J. Bowers, Miss M. A. Bryant, Mrs. A. Dawson, Mrs. A. Wallace, Mrs. G. W. Hewson, Mrs. C. Bowers, Miss C. Bryant, Mrs. Jas. Cannon, Miss Annie Cannon, Mrs. Jas. Cannon, Miss Cannon, Mrs. E. Lawrence, Mrs. H. Hall, Mrs. T. H. Hardman, Mrs. Thos. Wilson, Mrs. B. P. Lawrence, Mrs. J. Lawrence, Miss Ivy, Miss F. M. Hagar.]

We give the appointments of Gen. Sheridan notice that of Capt. S. W. Scott, the Passenger Agent of the New Orleans, Jackson and Great Northern and Mississippi Central Railroads, extending from here to Jackson, Tennessee. The appointment following the resignation of Professor, Col. James H. Wingfield, is very important, one of the results of a change in the directory of the road. There is no more excellent gentleman or efficient officer than Col. Wingfield. Capt. Scott, too, has been effected, we are proud to believe, in a friendly spirit, as to these gentlemen are personally concerned, and we hope to see the Colonel filling a similar position, if not one equally worthy of his experience and excellent administrative abilities as a railroad. In the mean time, since we have lost him from his old place, we are pleased to have so clever and efficient a gentleman as Capt. Scott as his successor. Gentleman, by the way, of large experience in railroading also.

Capt. Scott was a Federal officer, but married a lady of this city since the war, by having identified himself here in business since the close of the war, has won the personal respect of our community by his uniform courtesy, and honorable bearing toward our people.

[illegible] ROOFING FELT.—Messrs. J. G. Morris & Co., agents, No. 7 Carondelet street, invite the attention of the public, through our advertising columns to-day, to a new prepared uninflammable roofing felt of Messrs. D. Anderson & Son, Scotland and London, sole makers and owners. It is said to be specially adapted to hot climates, and will not peel under the influence of the sun. It has been tested in the East Indies and elsewhere and has proved all that the makers claimed it to be, resisting the climate even most intense fire. Another recommendation is its portability and easy application. A further guarantee of its value is the fact that the highly respectable commercial house of Messrs. J. G. Morris & Co. are the agents for the sale of it. They would have nothing to do with any "catchpenny" manufacture of any and others may rely upon the merits of this roofing.

CUSTOM-HOUSE INSPECTION.—The [illegible] of MR. MONTGOMERY—Mr. Morris, a butcher of the Magazine Street market, has sent us a communication [illegible] the fees of the Inspector at the Crescent City Slaughter-House, which appears in the French side to-day. It seems that the Inspector, has undertaken to charge for inspection twice over.

Mr. Morris's object is to warn his fellow-butchers against the extortionate and illegal practices of the monopoly over the [illegible] and we know they will heed the warning.

THE COURIER DES ETATS UNIS.—Mr. Charles Lasalle, Proprietor of the *Courier des Etats Unis*, of New York, announces in this issue that Messrs. Leon Meminie and Joseph Picard, two of his editorial writers, will hereafter be interested in the business of the "Courier," and that the firm name has been changed to that of Charles Lasalle & Co. We wish the new firm abundant success.

Mr. Joseph Hanlon, Clerk of the Fourth District Court, died at Bardstown, Kentucky, Virginia, and left at the time of his death, Arkansas, as stated in our issue of yesterday.

THE RESCUES, ROLL—Gentlemen and ladies who have had their heads completely with nonsenting and nauseous dyes are invited to try Phalon's new preparation, VITALIA, OR KALYDOR FOR HAIR—clear, pure and smooth, smelling without sediment.

Sold by all druggists and fancy goods dealers.

LOUISIANA GRADUATES AT UNIVERSITY OF VIRGINIA.—The following named young gentlemen from Louisiana have just been graduated at the University of Virginia, session of 1869-70:

SCHOOL OF GREEK.—Edgar Howard Farrar.

FRENCH LANGUAGE AND LITERATURE.—Robert Campbell Crain, H. A. McCollum.

SCHOOL OF CHEMISTRY.—Oran Dorsett, Edmond H. Farrar.

HISTORY LITERATURE AND RHETORIC.—Edgar Howard Farrar.

DEMOCRATIC STATE CENTRAL COMMITTEE.—There will be an adjourned meeting of this Committee this (Thursday) evening, July 7th, at 7 o'clock, at the Hancock Club. A full attendance is requested.

The New Orleans Gas Light Company.

It having been stated that the charter of the New Orleans Gaslight Company would expire in 1875, the President of the Company has written this communication to our cotemporary the *Times*, which speaks for itself:

OFFICE OF N. O. GASLIGHT CO., *New Orleans*, July 4, 1870.

To the Editor of the New Orleans Times:

In an editorial notice of the "Crescent City Gaslight Company," which appeared in Sunday's *Times*, you state that the charter of the New Orleans Gaslight Company will expire in January, 1875. We had supposed that the publication of the law passed in March, 1860, extending the charter of this company until April 1, 1925, would have put an end to the evident intention which exists on the part of interested persons to mislead the public on this point.

As the law was published for several days on the editorial page of the *Times*, it seems strange that you should give currency to report which the advertisement in your journal was expressly intended to correct; and in justice to this company we ask that you publish this correction.

The following extracts contain the very words of the two charters bearing upon the subject. The first is cut out of your paper of June 21st:

An Act to extend the area of Gas Lighting in the city of New Orleans, and to reduce the price now paid by consumers.

Section 1. *Be it enacted by the Senate and House of Representatives of the State of Louisiana in General Assembly convened*, That the charter of the New Orleans Gaslight Company, as now established by law, shall remain in full force and effect *until the first day of April, A. D.* 1925: Provided, That nothing in this act shall be construed so as to continue the exclusive privilege granted to said company, beyond the period fixed by its original act of incorporation, subject, however, to the following additional conditions and restrictions:

The second is an extract from the charter of the Crescent City Gas Light Company:

Sec. 3. *Be it further enacted, etc.*, That the Crescent City Gas Light Company, their successors and assigns, shall have and be entitled to the sole and exclusive privilege of making and vending gaslight in the city of New Orleans to such persons or bodies corporate who may voluntarily choose to contract for the same for the *term of fifty years from and after the date of the organization of the charter of the New Orleans Gas Light Company.*

You will see from these extracts that the charter of the "Crescent City Gas Light Company" will date its fifty years merely from April 1st, 1865, and the public of this city may rest assured that during before that date this Company will adopt any and every improvement which will enable it to cheapen and increase the brilliancy of the gas supplied by it. Very respectfully,

JAMES JACKSON, President.

CITY INTELLIGENCE.

The Steamers Lee and Natchez.—Their Great Race from New Orleans to Cairo, etc.—The telegraph has stated that Captain Leathers claims that his boat, the Natchez, cut the time made to St. Louis by Capt. Lannon's boat, the R. E. Lee, twenty minutes. He claims this on account of alleged losses of time by fog and shoals, between Cairo and St. Louis, detaining the Natchez 18 hours and thirty-six minutes lost in taking passengers between Vicksburg and Memphis. But Capt. Lannon claims that the Lee also suffered heavy detentions by fog and other causes, which, with the difference of time between her arrival and that of the Natchez, several hours later at St. Louis, will still place the Lee ahead in point of time as well as the fact of actual arrival, after allowing the deductions claimed for the Natchez. Lee this he says, the public are satisfied that both boats are regular clippers and fast enough for any purpose. As for ourselves we hope they will not race again, and pressure then will not, as Capt. Cannon has telegraphed that the Lee will be up for repairs.

The Lee left New Orleans Thursday evening, June 30, at 5:01 o'clock, and arrived at St. Louis on Monday, July 4th, at 1:30 a.m., her time to St. Louis being three days, eighteen hours and seventeen minutes. The Natchez having left here at 5:45 Thursday evening and arrived at St. Louis at 5:45, Monday evening, made the trip to St. Louis in four days and forty-two minutes. The time proper, however, was to Cairo—one thousand and forty miles from New Orleans, where the Lee arrived, Sunday evening at 6:10 o'clock, and the Natchez same evening at 7:30 o'clock. Neither boat, it is stated, actually touched the wharf at Cairo, and therefore all talk consequently of drawing bets on this technical basis, and claiming the win or whichever boat touches there first coming down. There is also some talk of the Lee having the fairest fruit by borrowing steam from the Pargoud between Memphis and Cairo, and consequently that on the run to points above Memphis being declared drawn. The Lee, by the way, did not make as good a run from Memphis to Cairo by about three hours time as she made on a previous occasion, viz: in sixteen hours and thirty-seven minutes, made doubtless when the water was lower and the current less formidable.

As a matter of interest for future reference, we append the following summary of the race in hours and minutes:

	R. E. Lee.		Natchez.	
To Baton Rouge	5	27	4	34
To Bayou Sara	10	30	17	00
To Natchez	17	02	17	14
To Vicksburg	24	04	24	30
To Memphis	34	04	34	08
To Cairo	42	10	41	17
To St. Louis	59	17	58	42

The distances from New Orleans are as follows: Baton Rouge 140 miles; Bayou Sara 170 miles; Natchez, 301 miles; Vicksburg 459 miles; Memphis 792 miles; Cairo 1040 miles; St. Louis 1212 miles.

We give the following brief description of the Lee and Natchez from the Louisville *Courier-Journal*, which is generally correct in such matters:

The Lee was built in this city and New Albany, and is three years older than the Natchez, and has been kept in such thorough repair that she may be said to be as good as new. She is three hundred feet long, by forty-six feet beam, and thirty-six feet floor, and nine and a half feet depth of hold. She has six very large boilers, which make all the steam she wants, notwithstanding the general opinion is to the contrary. Her cylinders, the largest high pressure ever built in the West, are forty inches in diameter, with ten feet stroke, turning a water wheel of thirty-eight feet in diameter, with sixteen feet nine inches length of buckets, twenty-six inches wide.

The Natchez was built last year at Cincinnati, and is three hundred and seven feet six inches long by forty-three feet beam, and thirty-eight and one half feet long and ten feet hold. She has eight high pressure boilers, making all the steam she can possibly work. She is propelled by two high pressure cylinders, thirty-four inches diameter by ten feet stroke, and works a water wheel of forty-two feet and eleven inches diameter, with fifteen feet seven and a half inches length of buckets, which are twenty-six inches wide.

Thus it will be seen that the Natchez is seven feet longer than the Lee—has three feet less beam and two and a half more floor. She has five feet eleven inches more diameter of wheel than the Lee, with fifteen inches less of bucket, which are in both boats the same width. She has the same length of stroke as the Lee, with six inches less diameter of cylinder, and carries about the same freight. Neither boat carries, we believe, any more than their custhomhouse measurement, which is the Lee is 1497 tons. The Natchez, it is claimed, carries 1500 tons.

The New Orleans *Times* has the following table of the boat's schedule, the time made by the Natchez, prior to the late race, and the time made by the Princess in her famous run to Natchez in 1855:

	R. E. Lee.	Natchez.	Princess.
N. R. W. Hill	1:20	1:24	1
Bad Church	1:40	1:44	2:24½
Bonnet Carre Point	2:30		2:21
Donaldsonville	4:10	3:51	4:04
Plaquemine	7:05½	7:33	7:43
Bayou Gauche	8:25	8:55	8:10
Bayou Sara	9:30	11:02	10:25
Red River	12:30	12:30	12:51
Grampus	12:55	12:55	12:00
Grant's	14:05½	16:05	15:25
Henderson Ashley's	16:20	17:11	16:02
Napoleon	17:11	17:51	17:35
Cole Creek	18:25	19:07	
Rodney	19:35	21:37	
St. Joseph	21:05	22:00	
Ashwood	21:40	22:35	
Mt. Thomas Point	22:11	24:00	
Fond lac	22:40		
Vicksburg	24:00	26:02	

Our Firemen Excursionists.—We take the following from the New York *Herald*, by which it will be seen that the firemen excursionists from this city have fallen into the gracious hands of that princely railroad king, James Fisk, Jr., of New York city, and our former and genial confrere of the New Orleans press, George L. Catlin. Now one of Commodore Fisk's most deserving and indefatigable lieutenants:

On the twenty-fourth ultimo Mechanics' Engine Company No. 6 and Hope Hose and Ladder Company No. 8, of New Orleans, took their departure for an extensive tour of the Northern cities, a local paper, noting their departure from the Crescent City, remarks:

"A more gallant and gentlemanly set of men have never gone from among us. Brave, chivalrous and generous, they are the *beau ideal* of Southern firemen. We give them over to our contemporaries of the North as men whom we honor here, and whose friendship honors us. The traditional courtesy of the Southerner will find in these Southern representatives that will augment rather than diminish it."

They are expected to arrive in this city about the first of July, under the chaperoning of Mr. George L. Catlin, who left last week for Cincinnati, by Jim Fisk's orders, to extend to them the courtesies of the Erie Railway.

The Slaughter-House Controversy.—This interminable controversy between the Butchers' Association and the Slaughter-House Co., again came up yesterday before Judge Esnardon, of the Third District Court, on the rule taken on Attorney General Belden, to show cause why he should not be punished for contempt in interfering with Charles Cavaroc and the butchers at the Cavaroc place, after he had been enjoined by this court. The plea of the Attorney General is that as the law officer of the State, he cannot be enjoined from carrying out the provisions of a statute of the State—the Slaughter-House act in this instance—till the act is declared to be unconstitutional, even though it may be unconstitutional. The case was continued till this morning.

The Isabelle Case.—Yesterday in the Eighth District Court came up the case of the State on the relation of R. H. Isabelle to compel the appointment of Ward School Director, as a step preparatory to the exercise of the right claimed on the part of relator and others of our colored population to have their children recognized as pupils in the same public schools with white children—involving the old and vexed question so-called of "social equality." We hope some of our citizens will intervene in the suit so as to have the question perfect and make a thorough test of the matter. At the request of J. B. Howard, Esq., attorney in the case, it was continued till Monday.

Base Ball Festival.—We are indebted to Lone Star Base Ball Club for tickets to their festival at the Base Ball Park, Sunday, July 10th, and their ball Friday evening, July 8th, at the Spring Pavilion, corner of Canal and Villeré streets.

The Third District.—The committee of citizens of the Third District, appointed to confer with the City Administrators relative to improving the Third District, met yesterday at the Mayor's office. Gen. West, Administrator of the Department of Improvements, explained to the committee that the proposed arrangement with the Levee Railroad was only to save the city from buying unnecessary property on Dauphine street, and that the extensions of the track would be made as would prevent the deterioration of property on that street and other streets in the Third District. The interview was, we believe, satisfactory.

Paying the Teachers.—The roll of the teachers of the public schools, amounting to $31,025 40, will be paid for the month of June, next Saturday, at the office of Mr. Walton, Administrator of Finance.

New Drama.—Our neighbor of Camp street, the *Republican*, we notice, appears in new type, giving it freshness and neatness and evidencing the prosperity and support of the organ of the Republican party in this State.

Clerkship of the Fourth District Court.—Mr. Tall, Chief Deputy Clerk of this court, is being urged for appointment by Gov. Warmoth to the clerkship of this court, an office made vacant by the death of Col. Hanlon, which recently occurred at the Rockbridge Alum Springs, Va. Mr. Wall is thoroughly conversant with the duties of the office.

Bar Over.—Theodore Wickham, a car driver of the Crescent City Railroad, has been arrested and charged with throwing his car over Mr. Henry Clark and injuring him severely in both legs.

Wickham was examined before Recorder Stars and discharged, it appearing to have been unforeseen on his part and the injury, it appears, not having been much hurt.

Serious Charge.—A serious charge against a druggist of indirectly poisoning by means of what was sold by him for the extract of vanilla for flavoring ice cream, is to be investigated on complaint of the parent of the child, who is dangerously sick since eating the ice cream. The party has litigated Dr. Crawford to analyze the extract in question.

Drowned.—An unknown man was held yesterday on the body of David Colbert, aged 30 years, found in the Mississippi river, and on the body of Tony Piner, aged twelve years, also found in the river. Verdict in each case, "accidental drowning."

The Chinese Question.

(From the Montgomery (Ala.) Mail.)

We repeat it, as long as the Fifteenth Amendment did not have reference to the franchise and political power to the Chinese, and so long as the retention of the word "white" in the naturalization laws forbid the Chinese becoming citizens, the *Mail* saw no more danger from Chinese laborers than from negro laborers. But now, the Radicals have stricken the word "white" from the naturalization laws, and made all the inferior races equal in political power with ourselves, the *Mail* sees every helping reason why no encouragement should be given to the introduction of the colored races into Alabama. When, therefore, the *Journal* attempts to convict us of inconsistency in being willing to admit the Chinese *without* political power, and not being willing to admit them with power, it exhibits its usual stupidity. Last summer the Radicals adopted the resolutions of Paul Bulmer, protesting against and denouncing the introduction of Chinese labor into Alabama. At that time the *Journal* agreed with Strobach. Now, in its edition of Saturday, it says:

"We have next to see, whether the introduction of these Asiatics will injure other laborers, black or white, already in the State. If home labor is to be cheapened or driven into idleness, by Asiatic competition, all sensible and humane men would unite to oppose Chinese immigration. Neither result is to be apprehended, if the standard established by Mr. Stanton is maintained in all like cases."

It must be remembered that Stanton's standard is almost half a dollar a day, whereas the negro usually gets a dollar a day, rounds one dollar or one dollar and a half. At the North railroad hands get from two to three dollars. We fear that on the South and North Railroad where some of the contractors pay by the job, the negroes make as much as two and three dollars per day. So, the *Journal* goes back upon the anti-Chinese resolutions of its party. It is excusable, however, as the editor has not been a Radical long enough to get posted. We would like to know what he thinks of the following speech made last summer by a colored State Senator of South Carolina:

"The white people say, they are going to bring coolies and white emigrants to this country. But this country is ours; we have got the Legislature and we won't allow it—and we won't. We'll put the white man tap feet under the ground, and as to the coolies, we'll put them twenty feet."

As long as the Radical leaders did not need pauper labor themselves they were opposed to the "coolie trade," as Senator Wilson calls it; but the moment Massachusetts discovered that Chinese would make shoes at $23 a month, and the Radical speculators of Alabama discovered that the pig-tails would work on railroads for $15 per month, their righteous horror of the coolie trade vanished. A short time ago the owner of a North Adams shoe factory went to California for seventy Chinese to work in his factory, in place of the native workmen who had struck for higher wages. The celestials arrived there last week, and went to work at once; and now they are doing so well for their employer, his competitors want Chinese too, and there opens a prospect of a considerable migration of the yellow laborers to the State in which, of all others, labor is most abundant. On Friday last, the subject came before the Massachusetts legislature, in a bill prohibiting contracts with Coolies or Chinese, for a longer time than six months. The object of this measure was to arrest, at the outset, any general scheme for the introduction of Chinamen, for nearly all the contracts with them are for two or three years. The bill was lost by 70 yeas to 126 nays. Massachusetts, then, is in favor of what her philanthropic statesmen once called "coolie slavery."

OUR FIREMEN IN PHILADELPHIA.—The Philadelphia *Age*, of the 1st inst., thus speaks of the reception of our Firemen in the city of "Brotherly Love."

The crowds of people which lined the streets yesterday to witness the entry of the New Orleans fire companies, made good testimony of the friendly feelings entertained towards these gentlemen. Their reception by the fire department of this city was cordial, and just what we could have desired. From opposite sections, the greeting was kindly and enthusiastic. The many people who witnessed the procession cheered loud and long, not merely because they were elated at the appearance of burnished silver, flags and decorations, but because they desired to testify their friendship to these Southern gentlemen.

IMPORTANT DECISION.—Mr. Chief Justice Chase has rendered an important decision in the Circuit Court of the United States in Virginia, in a suit in equity brought to enforce payment by a defendant to the plaintiffs of their distributive shares of an estate, by which decision the administrator, who invested the money of minor heirs in Confederate bonds, was required to make a new settlement.

The Paris correspondent of the *Pall Mall Gazette* says that M. Emile de Girardin is displeased at the *Liberté* and that M. Lesseps and the Duke d'Abbofera are to be purchasers, and that one of the conditions of the sale is that the present editor is to be a senator.

The Virginia Legislature in framing a common school system, met the issue of the separation of the races squarely. The law requires the establishment of separate schools. Recently an amendment to abolish this feature in succession with the Republican theory of "no distinction," the vote stood 19 to strike out and 8 against. The Virginia Legislature is Conservative.

GOV. ALCORN SIGNS THE SCHOOL BILL.—The Governor, after all his valiant phrases in favor of a system requiring separate schools for the race that, has signed the Bill of Abolitionists, passed the Legislature.—*Jackson (Miss.) Clarion.*

BY TELEGRAPH.

To the New Orleans Bee.

FROM WASHINGTON.

Congressional Proceedings.

Appropriations for Southern Harbors.

The Mexican Claims.

Darrall (Republican) Seated.

Currency Bill Adopted.

The New Orleans Firemen in New York.

FOREIGN NEWS.

Banquet to Mr. Lesseps in London.

France and the Spanish Crown.

Miscellaneous Intelligence.

WASHINGTON ITEMS.

Washington, July 6.—Internal Revenue receipts today over $900,000.

President Grant returns to-morrow.

There has been $80,000 appropriated for Artic explorations.

The President appoints a commander for the expedition, and also Secretary of War details a few vessels.

Mr. Akerman will assume the Attorney Generalship on Friday.

Secretary Fish is absent. The report of his resignation is discredited.

SENATE.—Mr. Abbott, from the committee on the Pacific railroad bill, reported with an amendment a bill incorporating the enterprise, prosperity and support as the organ of the Republican party in this State.

Clerkship of the Fourth District Court.—Mr. Tall, Chief Deputy Clerk of this court, is being urged for appointment by Gov. Warmoth to the clerkship of this court, an office made vacant by the death of Col. Hanlon, which recently occurred at the Rockbridge Alum Springs, Va. Mr. Wall is thoroughly conversant with the duties of the office.

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It must be remembered that Stanton's standard is almost half a dollar a day, whereas the negro usually gets a dollar a day, rounds one dollar or one dollar and a half. At the North railroad hands get from two to three dollars. We fear that on the South and North Railroad where some of the contractors pay by the job, the negroes make as much as two and three dollars per day. So, the *Journal* goes back upon the anti-Chinese resolutions of its party. It is excusable, however, as the editor has not been a Radical long enough to get posted. We would like to know what he thinks of the following speech made last summer by a colored State Senator of South Carolina:

"The white people say, they are going to bring coolies and white emigrants to this country. But this country is ours; we have got the Legislature and we won't allow it—and we won't. We'll put the white man tap feet under the ground, and as to the coolies, we'll put them twenty feet."

Domestic Exchange showed less weakness, but still there was hardly any quotable change. The banks drew on New York during most of the day at par@¼ discount, for small sums, but were all asking par at the close, and the sales included $5000, $10,000, $20,000, $15,000, $23,000 at par, and commercial night on New York and $20,000 private banker's at ¼ ⅛ Sent. discount, $20,000 and $50,000 bank at ⅛, and $20,000 thirty days sight at ⅛. Yesterday night $10,000 private banker's gold checks sold at ¼ ⅛ cent, premium, and to-day the same figure was refused for $100,000 at ⅛.

In Stocks 30 shares Crescent City Slaughter-House were reported at $60, 100 Gas Light, delivered to-day) at $90 $8,400 ship Island at 80@⅝, and 500 at 80. Ship Island Canal was weak at 40 bids at 42½.

Nothing reported in Bonds. $5000 new State Warrants changed hands at 54½, and $1000 at 55. Dodson bought State at —@95 for new and —@65 for old, and Metropolitan Police at 84½@85, and sold the former at —@86 for new and 65 for old and the latter at 90@90½.

Nothing reported in City Treasury notes. Dealers' rates for small notes were 19@15 buying and 16@15 selling.

COMMERCIAL.

OFFICE OF THE BEE,
WEDNESDAY EVENING, July 6, 1870.

COTTON.—The sales to-day embrace 1600 bales, under prices, without any quotable decline, although the general tone of the market is easier, we quote the inside rate for ordinary, with a slight modification. We report the receipts of Sea Island at 5 bales. Ordinary 13@15c; good ordinary 16½@17; low middling 17½@18; middling 18½@19, and fine middling 19@19½c.

The market was quiet throughout the day, and rather depressed, until towards the close, by the course of gold and foreign exchange, buyers claiming further concessions, which factors generally would not admit. After the rally in gold and exchange buyers manifested more confidence, but the actual business, on the whole, was mainly in favor of buyers, which had purchased which were refused yesterday, and in some cases was a fraction less. A list of ordinary, partly mixed, sold at some 16c, but hardly 16c; strict low middling at 18c; middling at 18½@18c, and strict middling at one or two points higher. The lower grades were unsteady and irregular, and upon late changes, sales of Red Dog, Little Spring, etc.

COTTON STATEMENT.

Stock on hand Sept. 1, 1869		1,000,000
Received to-day	1,000	
Received previously	1,000,000	
Received since Sept. 1		1,001,000
Exported to-day	1,000	
Exported previously	1,000,000	
Exported since Sept. 1		1,001,000
Stock on hand now		1,000,000
Stock on hand last year		1,000,000
Stock on shipboard not cleared		50,000
Stock on shipboard last year		50,000

To-day's circuit exchange was taken to Mobile at ¼ ⅛ discount, but rating at ¼ ⅛ cent advance. The sales of Sterling were $30,000, of which £1500 bill of lading at 109½, and the balance bill of lading and clear at 109¾@110¼, and £1000 clear at 110¼, and £1000 clear at 110¼, £2000 bank at 108½, and £1000 commercial at 108, gold. In France the transactions were 2,000,000 francs at 5.20@5.18, viz: 50,000 at 5.19, and 300,000 at 5.20@5.18. Sterling may be quoted at 121@121½ for good to £1 bill of lading and clear, and —@120¾ for bank; and 120¾@121 for long sight, and 119¾@119¾ for fully fair, 119¼@119½ for fair, 118¾@119 for ordinary, 118¼@118½ for low ordinary, 117¾@118 for good middling, and 117¼@117½ for middling.

Freights.—Cotton to Liverpool, 5-32d, and 3-16d for compressed, and 5-16d for uncompressed, and 3-16d for compressed to Havre, and 5-16d for uncompressed to Havre, and 5-16d for compressed to Bremen, and 5-16d for uncompressed to Bremen, and 5-16d for compressed to Reval, and 5-16d for uncompressed to Reval, and 5-16d for compressed to Genoa, and 5-16d for uncompressed to Genoa, and 5-16d for compressed to Trieste, and 5-16d for uncompressed to Trieste, and 5-16d for compressed to Barcelona, and 5-16d for uncompressed to Barcelona, and 5-16d for compressed to Malaga, and 5-16d for uncompressed to Malaga, and 5-16d for compressed to Cette, and 5-16d for uncompressed to Cette, and 5-16d for compressed to Marseilles, and 5-16d for uncompressed to Marseilles