The New Orleans Bee.

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TERMS OF THE BEE.

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Weekly Edition.

TERMS—PER YEAR .... $3.

NEW ORLEANS:
FRIDAY MORNING, SEPT. 8, 1871.

Our neighbor, the *Picayune*, in publishing with comments in yesterday's afternoon edition, the *project* of a law presented to the French Assembly by M. Thiers, falls into an error when it says that "the law was placed by Thiers in the hands of the Minister of Justice and the Keeper of the Seals."

The Minister of Justice and the Keeper of the Seals are one and the same person. At the time of the old monarchy, the minister called at the present time *Minister of Justice*, had the title of *Keeper of the Seals*. But now the official appellation is simply *Minister of Justice*.

THE MISSISSIPPI LEVEE SYSTEM.

Has the Bed of the Mississippi Risen?

AN ANSWER TO THE LETTER OF GEN. A. A. HUMPHREYS.

To the Editor of the Mobile Register:

I find in the columns of the *Register* of the 7th of July a letter taken from the New York *World*, dated Washington, June 17th, and signed by Brigadier General A. A. Humphreys, Chief of Engineers, U. S. Army.

The letter seems to be intended as a reply to an article published by me in the New Orleans *Picayune* in April last, and republished in the New York *World* of May 13th. The subject of the article is the levee system, as recommended in the report of Humphreys and Abbott. The letter undertakes to deny what I had thought everybody acquainted with the Mississippi river knew to be a fact. It says:

"Now there is not a single fact going to show that the bed of the Mississippi river has risen at all from detritus brought down by the river and its tributaries. The evidence as to that matter is conclusive, that *it has not risen, is not rising, and will not rise.*"

If the Chief of Engineers had such evidence, he should have given it, but in truth there is none such, for all the evidence connected with that matter tends the other way. There is no river flowing through an alluvial valley, that does not gradually raise its bed by the deposit of detrital matter, brought down from the higher regions; for the floods, which carry along the detritus, transport only the finer particles held in suspension to the sea, and the remainder is successively deposited in the bed, according to the diminution of the velocity of the water, or scouring power. An illustration of this is given by Humphreys and Abbott, who say, (page 30): "The banks of the river liable to overflow between Cape Girardeau and the Gulf are alluvial, being composed of the sediment deposited by the river water which flows over them in time of flood. The portion of this new-made land nearest the river is the highest, since there the deposit is greater in amount and coarsest in material. For an average distance of about a mile, the slope from the river is greatest."

Page 41, the report states: The level of low water of the Mississippi river below high water of 1858 was:

At Cairo in 1853	46.4 feet.
At same place in 1858	41.8 "
Difference	6.6 "
At Memphis in 1848	37.1 feet.
At same place in 1858	30.2 "
Difference	6.9 "
At Helena in 1847	47.0 feet.
At same place in 1859	[illegible] "
Difference	6.4 "
At Napoleon, date not given	[illegible] feet.
At same place in 1858	[illegible] "
Difference	4.2 "
At Vicksburg in 1856	46.3 feet.
At same place in 1859	41.6 "
Difference	4.7 "
At Natchez in 1855	51.5 feet.
At the same place in 1859	[illegible] "
Difference	5.5 "

From the above it appears that the low water surface, and consequently the bottom of the bed of the river, has risen, is rising, and continues to rise.

Sir Charles Lyell says: "The bed of the Nile always keep pace with the general elevation of the soil, and the banks of this river, like those of the Mississippi, are much higher than the flat lands at a distance. In consequence of the gradual rise of the river's bed, the annual flood is constantly spreading over a wider area, and the alluvial soil encroaches on the desert, covering to the depth of six or seven feet the base of the statues and temples, which the waters never reached before."

The Mississippi gradually loses its primitive impulse; so that, while in the upper part it has force enough to push along pieces of rocks, pebbles, and coarse gravel, near its mouth hardly enough is left to transport the sand into the Gulf. The report of Humphreys and Abbot indicates this also; for at page 78 it is stated: "At Red River landing the material was chiefly small gravel and coarse sand; at Morganza, coarse sand and small balls of blue clay; at Fausse Riviere, (Waterloo) coarse sand. At Carrollton, chiefly sand and earthy matter being collected." At page 91: "The material of which these bars are composed grows finer, the nearer the gulf is approached." We are not, however, informed what becomes of the gravel and coarse sand, "rolling along the bottom" at the Red River landing, or the coarse sand at Waterloo, which is not found at Carrollton, nor below. As we know it has not disappeared by evaporation, it must have been deposited somewhere, and must produce *some kind of* effect.

Since the Terek, in the Caucasus; the Leck, in Holland; the Po and Arno, in Italy, and many others, have been enclosed by levees, the elevation of the bed has become apparent from the stationary state of the adjoining lands.

In the report of Humphreys and Abbot, page [illegible], we find the following strange statement: "General misapprehension respecting the effect of levees upon the Po. The first is based upon an error of fact, which has been generally propagated upon the authority of a disinterested name, that of M. de Prony. This error is, that the levees of the Po have raised the bed, and hence the surface of that river, to an alarming extent. Cuvier expressed himself in the following manner: Every one can see in Holland, and in Italy, with what rapidity the Rhine, the Po, and the Arno, now that they are enclosed by levees, elevate their beds."

Cuvier does not say that levees elevate the bed, but that, by their means, the elevation of the bed becomes more apparent, and so stated M. de Prony. Hence, we must reasonably infer that the Mississippi has elevated its bed, is doing so, and will continue to do so, until the waters of the river and those of its tributaries are clear, and free from all detrital matter.

Is it not remarkable that, after so positive an assertion, that the bed of the Mississippi "does not rise," General Humphreys admits, a few lines lower in his letter, that "*it does rise*, owing to the prolongation of its course into the Gulf?"

In the report of Humphreys and Abbott, for 1867, page 209, we find: "How much the progress of the river into the Gulf has raised the surface of the river at points above Plaquemines, and how far up the river this effect has been felt, are in a great degree matters of mere speculation, and, however interesting as speculations, are without practical value." *Rather assume that the raising of the bed, requiring the increasing elevation of the levees at an immense expenditure, is without practical value.*

As to the rate of the rise of the river's surface and its extent, I made no question of either, knowing that the irregular condition of the river, which has no uniformity of motion, would render any estimate or calculation of that sort mere idle speculation. For our purpose it is only necessary to state that the prolongation of the river into the Gulf contributes to the elevation of its bed, and that, consequently, the bed has risen, is rising, and will continue to rise, no matter whether the extent of the prolongation is 362 or 700 feet *per annum*.

By the way, why does Gen. Humphreys find it necessary, in order to improve the Southwest Pass, to extend the converging works *prescribed by him*, 700 feet annually into the Gulf, if the delta makes a mean advance of only 362 feet per annum?

The report of the Engineer Department to the Secretary of War, Washington, D. C., January 15th, 1851, states: "The examples as above, show conclusively that every advancement of the tidal bars into the Gulf has been attended by a corresponding elevation, not only of the low and high water surfaces of the river in their rear, but also of the natural levees or river banks through the entire Delta district." This report is signed by Lieutenant Colonel S. H. Long and Captain A. A. Humphreys.

The extensive bottom lands, which are overflowed in time of flood, and from which the water returns into the bed of the river after the flood begins to subside, serve as regulators of the stages of the river. To exclude these low lands from overflow by levees must have a serious effect on the height of the water at such periods.

In the report of Humphreys and Abbott, chapter VI, pp. 183[illegible], we read:

"In former times the effect of the river upon the swamps began when the rising water surface attained the level of the top of the connecting bayous; but the ... when it rose to within ... or ... of the top of the natural banks.

The Mississippi continuing to rise, the water poured into the bottom lands through the ... [illegible]

... cannot have acted as a receiving, non-returning reservoir.

"The following final conclusions respecting these swamp regions in their unleveed condition must therefore be considered established: first, they produced no effect whatever upon the volume of the maximum discharge of the Mississippi, above or below Helena, in great flood years. Second, they did reduce this volume along their fronts, and by an amount which increased from their upper to their lower limits. Third, they retarded both the rising and the falling of the river at all points below them. Fourth, they tended to increase the duration of the floods throughout the alluvial region.

"It may be added that, in their present semi-reclaimed condition, they do serve as reservoirs, inasmuch as the levees keep the swamps comparatively empty until near the top of the flood, ... break and relieve the river of a part of its excessive volume."

"They produced no effect whatever upon the volume of the maximum discharge of the Mississippi!" How then did they "retard both the rising and the falling of the river at all points below them?" "Producing no effect whatever," how did they "tend to increase the duration of the floods throughout the alluvial region?"

If they relieve the river of part of its excessive volume now, when the river fills them, when "near the top of the flood," they certainly did the same at a former period, notwithstanding the sophistry of the sixth chapter of the Report. For my own part, I am not aware that I ever represented the swamps to be "non-returning reservoirs," though informed in chapter seven, page [illegible], that they cover an area of 19,450 square miles.

A grand example of the equalization of the stages of water, by extensive reservoirs, is afforded by the chain of lakes through which flows the St. Lawrence River. In these lakes, as well as near Montreal, the change in the height of the surface of the water is inconsiderable.

In my communication on "False Ideas with Regard to the Levee System," it is said: "The projectors of the levee system have failed to apply themselves to the task of giving to the bed, between the levees, a particular form and direction; in one word, they have neglected the foundation of the work, and unavoidably it must come to ultimate destruction."

The science of hydrotechnics is the knowledge of the laws that govern water in motion, and their application to direct and control it, in order to make use of its power. The engineer who, in undertaking to improve the channel of a river, ignores the use of the water, the cheapest and most effective agent is not likely to succeed. No matter how much dredging may cost, it will not improve the condition of the alluvial bed of a river. *No matter what may be expended upon levees, crevasses will continue to occur, and will become more devastating. It is impossible to render permanent levees which are erected upon the margin of the banks of a serpentine river, because these banks are continually caving, in consequence of the fluctuations of the bed.*

In further proof, let me quote from some other parties. In the report of the Board of Public Works of Louisiana, for the year 1870, page 61, it is said: "The river is rapidly encroaching upon the land, and is at no great distance from the long line of new levees built in 1869 and 1870. An entirely new work will be necessary here at no distant day."

The same report, page 64, says: "Several of our large levees are threatened by caving banks. The Keeper levee, in Tensas, that cost last year over $150,000, will scarcely last another season, and to rebuild it on account of the low grounds behind it, will cost [illegible]."

In the report of the Committee on Lands and Levees of Louisiana, for the year 1869, page 16, we find: "Still, such is the system now in vogue, which has been going on for four years. No wonder that, of $5,000,000 expended for levees in Louisiana since the war, an eminent State official assured the writer that $750,000 would represent the value of all the work left standing at this time."

From this we must reasonably infer that it would be absurd to assert that the alluvial lands of the Mississippi river can be rendered perpetually cultivable by the mere building of levees upon the margin of the banks of the serpentine and fluctuating Mississippi river.

General Humphreys seems opposed to every plan of river improvement based on the principles of hydrotechnics, nor does he seem to have any conception of any such of river improvement, except through mechanical means. The General is opposed to straight channels, though they are the only ones that can be considered perfect, when once made are the most easily maintained, and are the only kind the waters ever would make, if they were not disturbed by obstructions. Gen. Humphreys' letter also says: "To cut off the bends would be pernicious." If cut-offs, made by the sole action of the water, are not as beneficial as they might be, the fault lies in the insufficiency of means to the defective condition of the channel, where the waters enter the reach below, but not in the cut-off, whose effects are to shorten the course of the river, to increase the relative fall and the velocity, to lower the surface of the water, to decrease the abrasion and scourings of the banks, and to render the depth more uniform. To produce above results is the main aim of an hydrotechnist. Hence, a judicious assistance from man ought never to fail Nature in her beneficent operations.

Even in the report of the Board of Public Works of Louisiana for the year 1870, page 57, I find the following: "I think that by assisting the waters, by cutting the timber through the low, swampy lands bordering on the bayous, and through the intervening ridges through which the bayou passes, ... quarters of a mile in length, the river would make a cut-off of about ten miles in length, shortening the river between those points about forty miles, ... much better navigation ..."

"Gen. Humphreys, when he says, 'To construct the other works would be enormously expensive, and, most of them, if constructed, would be practically useless,' seems to ignore the character of the hydrotechnical works to be elaborated, for realizing the best possible condition of the river.

The advocates for the reclamation of all the artificial outlets, which take the bed of the river, have the pernicious effect of the outlets to have no existence, except in the ... imagination of the advocates of the designing and the levee system; for the work on the bed, in order to be effective and permanent, must, in a great measure, be done by the action of the water. So I emphatically repeat, that the waters of the river, being properly trained, working, as they do, day and night, from year to year, would lower the bed, establish uniformity in the depth and slope, enlarge and fashion its cross sections, so as to contain all its waters and discharge them rapidly in time of flood, without abrasion and scourings of the banks. And that vast amount of well-done and permanent work would require no enormous expense, neither could the training of the current; whilst the result obtained would, incontestably, be productive of great and beneficial effects.

I reassert that, without a proper regulation of the Mississippi river, it is utterly impossible to make the levees permanent, and consequently to render the alluvial lands perpetually cultivable. I think that, from the above considerations, this has become fully evident. ALFRED STEIN.

Western Learning in Peking.

The following passages are from a letter just received by Dr. Francis Lieber, of this city, from Dr. W. A. P. Martin, an American, now professor of the Law of Nations in the Imperial College of "the Middle Kingdom:"

"My highest aim has been to interpret the thoughts of others in such a manner as to render them intelligible and acceptable to the most cultivated classes of Chinese society. First I spent some years in rendering into Chinese the inspired thoughts of Divine revelation; then I prepared a volume on the theology of Nature. Afterwards I translated Wheaton's 'Elements of International Law,' to which you have made an appreciative reference in one of your works, and more recently I have compiled a pretty extensive work on natural philosophy and chemistry.

"I shall be happy, if I am able, and I have opportunity, to translate into Chinese some of the rich thoughts that pervade your voluminous writings.

"In the embryo university of which I now have charge it is one of our leading objects to train up a corps of translators who shall be able to irrigate the soil of their own country by drawing from the fountains of the West.

"Our numbers are not large, but after a period of struggle everything indicates a return of prosperity.

"We have eighty students on our rolls, and the number is soon to be increased to a hundred—all on Government stipends and preparing for the Government service.

"Our faculty, too, is receiving reinforcements. Previous to my return languages were taught by two foreign and three native professors, and a class in mathematics had just been commenced by a native ...

"Since then a chair of chemistry and hermeneutics has been added. We have sent to Germany for a practical astronomer, and a professor of anatomy and physiology is under appointment."—*N. Y. Evening Post.*

The semi-official Turquie of Constantinople, before its suspension by the Turkish Government, published a remarkable article on the foreign policy of the Porte. [illegible]

BY TELEGRAPH.

To the New Orleans Bee.

FOREIGN NEWS.

Reported Coolness between the French and Italian Governments.

Pamphlet of Prince Napoleon.

Two Paris Editors Fined and Imprisoned.

LATE FROM HAVANA.

Blockade of an English Ship by a Spanish Man-of-War.

Damages Claimed by Great Britain.

HOME NEWS.

The Election in California.

The State Gone Republican.

Letter from Prominent Citizens of Spartansburg, S. C.

Miscellaneous Matters.

FOREIGN INTELLIGENCE.

Paris, Sept. 7.—The editors of the *Vérité* and *Avenir* have been sentenced to six months' imprisonment and fine of 500 francs each for a violation of the press laws.

Paris, Sept. 7.—Prince Napoleon has published a pamphlet entitled "The Truth," and addressed "To my Calumniators." He declares in it that he was a stranger to the declaration of war against Germany. He went to Italy by order of the Emperor, who tried to get Italy to join Austria against Prussia. He states he offered to share the captivity of Napoleon at Wilhelmshohe, but was refused.

Paris, Sept. 7.—Marshal Bazaine has appeared before the Committee of Military Investigation. He made a speech in defence of his conduct during the war, and attributing his failure at Metz mainly to a lack of ammunition.

The *François* says the officers of the Italian army are traveling over French territory contiguous to Italy and studying its strategic points that they may be prepared in case of a war with France.

Versailles, Sept. 7.—There was an animated debate in the Assembly to-day upon the bill introduced by M. Ravinel, providing for the return of the Assembly to Paris. The reporter of the committee, M. Lorraine, said the effect of the bill was decentralization, which he claimed would secure order and safety.

Louis Blanc and Leon Say warmly advocated the cause of Paris, and warned the Assembly that Paris in ceasing to be the capital of France will become the capital of riot.

Versailles, Sept. 7.—The report that the negotiations for the evacuation of France have met with difficulties is pronounced false.

The time for the final withdrawal of the German troops has not yet been settled.

Mayors replying to the circular ... the municipality of Versailles ... extension of his term of office expressed the hope that the future of France would be fortunate, and that simultaneously with moral and material recovery of the country the present form of government would become peaceful and stable.

The Cardinal Minister read to the Minister of Foreign Affairs a dispatch from the Cabinet of Rome favorable to the ... of the friendly [illegible].

Versailles, Sept. 7.—There are still persistent rumors of a coolness between the French and Italian Governments. ... have received orders to ... [illegible]

London, Sept. 7.—A dispatch from Limerick announces the arrest for debt of Butt, the home rule candidate for Parliament from that city.

London, Sept. 7.—A national conference is to be held at Birmingham, beginning on the 20th of November, to consider the necessity of changes in the composition and powers of the House of Lords.

London, Sept. 7.—The Times says the ... [illegible]

Salzburg, Sept. 7.—After dinner yesterday Prince Bismarck and Count von Beust had a protracted conversation.

The story that the portraits of Napoleon and Eugenie would be removed from the castle of Salzburg is authoritatively stated to be false.

Brussels, Sept. 7.—The strike among the workmen here is in process of settlement.

FROM HAVANA.

Havana, Sept. 7.—The English Government demands damages for the blockade of a British ship at Port-au-Prince by a Spanish cruiser.

Valmaseda was at Santiago de Cuba Tuesday.

The steamer Ocean Queen touched at Kingston to-day.

Havana, Sept. 7.—Advices from Hayti to September 1st have been received. The Archbishop of Hayti had arrived at Port-au-Prince from Liverpool, and was received with great rejoicing ... arrival being made a public holiday. Spencer St. John, British Consul General, who has been appointed Minister of England to San Domingo, gave a party in the evening at which the Archbishop was present.

A Spanish man-of-war was still watching the steamer Hornet, which was waiting orders from Mr. Armin. Commerce was dull but crops were abundant. Gold was quoted at [illegible].

WEATHER REPORT.

PROBABILITIES.

Clear and pleasant weather is probable for Friday for the Middle and Eastern States and on the lower lakes ... winds for the Southern and Gulf States. Falling barometer and increasing cloudiness for the upper lakes; threatening weather in the Northwest.

Washington, Sept. 7.—The barometer has fallen since Wednesday evening at the Rocky Mountain and northwestern stations ... [illegible]

MISCELLANEOUS INTELLIGENCE.

[illegible]

At the ... of Judge ... [illegible]

New York, Sept. 7.—In the matter of Judge ... decision to-day, on application for an injunction against the city ... [illegible]

New York, Sept. 7.—The Fortieth Annual Exhibition of the American Institute has been formally opened.

Philadelphia, Sept. 7.—Michael ... was run over by the cars and killed.

New York, Sept. 7.—The bids for Government gold to-day amounted to ten millions. Two millions were awarded at [illegible].

Charleston, Sept. 7.—Twenty-six of the most prominent citizens of Spartanburg county, including the United States Commissioner, the United States Assessor, Probate Judge, Sheriff, Clerk of Court and the county representatives in both branches of the Legislature, publish over their own signatures the following letter:

SPARTANBURG, S. C., Sept. 4th, 1871.

Hon. John Scott, Chairman of the Ku-Klux Committee:

"We, the undersigned citizens of the said State and county, having been through the newspapers that you had received statements and affidavits that ... [illegible] ... make the following statement:

We have made diligent inquiry, and have been unable to hear of a single outrage having been committed in this county since your committee left it; on the contrary, it is in a state of profound peace and quiet."

[illegible]

There were three fever deaths during the past 24 hours.

[illegible]

San Francisco, Sept. 7.—California has gone Republican by from 6000 to 8000 majority. ... [illegible]

FOREIGN MARKETS.

London, Sept. 7—Evening.—Bullion has decreased a quarter of a million pounds. Securities are unchanged.

Paris, Sept. 7.—Rentes 57.62.

Liverpool, Sept. 7—Noon.—Cotton closed excited; uplands 9¼d.; Orleans 9½d.

Berlin, Sept. 7.—The bourse ... [illegible]

DOMESTIC MARKETS.

New York, Sept. 7.—Cotton ... [illegible]

Memphis, Sept. 7.—Cotton stiff; middling [illegible]

Savannah, Sept. 7.—Cotton quiet; middling [illegible]

Baltimore, Sept. 7.—Cotton quiet, steady—middling [illegible]

Galveston, Sept. 7.—Cotton ... [illegible]

Charleston, Sept. 7.—Cotton firm—middling [illegible]

Mobile, Sept. 7.—Cotton strong; middling [illegible]

Louisville, Sept. 7.—Bagging in moderate demand ... [illegible]

St. Louis, Sept. 7.—Flour unchanged ... [illegible]

Cincinnati, Sept. 7.—Cotton in fair demand ... [illegible]

RIVER NEWS.

Vicksburg, Sept. 7.—... [illegible]

Louisville, Sept. 7.—River stationary ... [illegible]

Memphis, Sept. 7.—Weather clear and pleasant. ... [illegible]

CITY INTELLIGENCE.

The business disposed of in the First District Court yesterday consisted chiefly of ... [illegible]

Henry Ferguson fell off his dray, at the corner of ... yesterday afternoon, and was severely hurt. ... He was taken to his residence, No. [illegible] Felicity street.

The Academy of Music and the Bella Thompson Troupe.—... [illegible]

Fatal Accident.—A lodger in the lodging house ... [illegible]

The Germans in Texas.

[illegible]

Resolved, That Republican principles are ... [illegible]

THE MASSACHUSETTS RAILROAD COLLISION.—The New York *Tribune*, speaking on the basis developed by the inquiry made into the causes of this collision, says: [illegible]

THE SITUATION IN NEW YORK.—Advices from ... [illegible]

MONETARY AND FINANCIAL.

THURSDAY EVENING, Sept. 7, 1871.

[illegible]

Gold opened at 113¼ ... [illegible]

Foreign Exchange ... [illegible]

There was very little done in Domestic Exchange. [illegible]

[illegible]

$5000 City Ten per cent. Bonds changed hands on private terms.

Nothing of moment was reported in Warrants. [illegible] ... Metropolitan Certificates at 60c.

COMMERCIAL.

OFFICE OF THE BEE,
THURSDAY EVENING, Sept. 7, 1871.

COTTON.—The sales to-day amounted to [illegible] bales ... [illegible]

FLOUR.—The market is very dull and ... [illegible]

OATS.—The market is ... [illegible]

PORK.—Yesterday, ... [illegible]

HAY—Is in light supply and fair demand. [illegible]

[illegible]

[Advertisements:]

... Galleries ... Office, ... [illegible]

Carriages, Buggies, Jersey Wagons and Harness. [illegible] PRICES TO SUIT THE TIMES.

ON MARRIAGE. [illegible] HOWARD ASSOCIATION, No. 2 S. Ninth st., Philadelphia, Pa.

The Salamander Fire Insurance Company. [illegible]

Special Notice. [illegible]

E. DUDLEY COLEMAN, ... Coleman's Cane and Wheat Mills. —Agent for the sale of— [illegible]

IRON COTTON TIES. THE ARROW TIE. [illegible] CARONDELET STREET.

KEEP, RAYMOND & CO. [illegible]

PHELPS, McCULLOCH & CO., COTTON FACTORS, GENERAL COMMISSION MERCHANTS, No. 37 CARONDELET STREET, NEW ORLEANS.

[illegible]

GROVER & BAKER'S WORLD RENOWNED Sewing Machines. [illegible]

St. Louis Hotel of New Orleans. [illegible]

RAMPART ACADEMY, DIRECTED BY Mrs. E. H. [illegible]

JUST PUBLISHED. ... MANHOOD. [illegible]

For Rent. [illegible]

$60,000 [illegible]

GEO. MERZ. OLD CABIN BREWERY. [illegible]

[illegible]

GAS! GAS!! GAS!!! DUNDERDALE'S PATENT. [illegible] W. R. BOWMAN.

FAIRBANKS & CO. are the authorized Agents for ... [illegible] STANDARD for the United States. W. R. BOWMAN, Agent.

KEEP, HOGAN & GALLWEY, HARDWARE AND CUTLERY, JAS. HALL & CO., ... Sugar and Cotton Plows. ... NEW LEVEE ... New Orleans.

NOTICE. [illegible]

A. CARRIERE & CO., COMMISSION MERCHANTS, IMPORTERS OF WINES, BRANDIES, ETC. [illegible]

Money—Money. [illegible] TO LOAN. [illegible]

J. E. MERILH & Co. [illegible] Leather and Shoe Findings. ... SILK, standard SHOE THREAD, MACHINE SILK, OAK and HEMLOCK SOLE LEATHER ... [illegible]

OLD BOURBON WHISKEY. [illegible] BEWARE OF COUNTERFEITS. ... FOR SALE, ALSO: Provisions, Breadstuffs, Whisky, ... [illegible]

IRISH ROOFING FELT. [illegible] SEVERAL PRIZE MEDALS. NEW PREPARED ROOFING [illegible] THIS NEW PREPARED PRODUCTION IS [illegible] ... E. LINDMAN, Agent.

Dr. J. B. Perez. [illegible]

RAILROADS. New Orleans, Mobile and TEXAS RAILROAD. Change of Schedule. [illegible] J. A. HENDRICKS, General Superintendent. WM. REDELL, Ticket Agent.

Pontchartrain Railway. SUMMER ARRANGEMENT. EXCURSIONS TO AND FROM THE LAKE SAME DAY, 25 Cents. On and after July 26th, 1871, ... [illegible] G. PANDELY, General Superintendent.

Morgan's "Louisiana and Texas Railroad." [illegible] GEORGE PANDELY, ... CHAS. A. WHITNEY & CO. [illegible]

TRAVELERS ATTENTION!! The New Orleans, Jackson and Great Northern AND Mississippi Central Rail Roads [illegible]

JAMES W. QUEEN & CO., 924 Chestnut Street, Philadelphia, 535 Broadway, New York. OPTICIANS, MATHEMATICAL AND PHILOSOPHICAL INSTRUMENT MAKERS AND IMPORTERS. [illegible]

Cincinnati Whisky Agency. FOR the celebrated and popular brands ... S. N. PIKE'S MAGNOLIA, WHITE WHEAT, ... CELEBRATED HOME. ... DEWAR, MASON & CO. [illegible]

Charter Oak Wood Co. [illegible] C. M. DUNN, Agent.

Louisiana Savings Bank AND SAFE DEPOSIT COMPANY. [illegible] JOHN E. WALTON, ... [illegible]

Armstrong's Foundry and Boiler Manufactory, ... W. & J. ARMSTRONG, ... STEAM ENGINES, SUGAR MILLS, DRAINING MACHINES, SAW MILLS ... OF EVERY DESCRIPTIONS.

Metropolitan Loan, Savings AND PLEDGE BANK. 114 ST. CHARLES STREET 114. [illegible] THIS BANK ... SPECIAL RATES FOR AMOUNTS EXCEEDING ONE HUNDRED DOLLARS ... DIRECTORS: [illegible]

Removal. Dr. O. ARNOUX has removed ... [illegible]

STEAMSHIPS. TEXAS. Morgan Lines U. S. Mail Steamers. [illegible] ALABAMA, ... HUTCHINSON, ... MATAGORDA, CITY OF NORFOLK, MORGAN, HARLAN, SAINT MARY, I. C. HARRIS, WHITNEY. [illegible] CHAS. A. WHITNEY & CO. [illegible]

WATERING PLACES. FOR WATERING PLACES. [illegible] Steamer LAURA [illegible]

MOBILE. [illegible] MORGAN LINE U. S. MAIL STEAMERS. [illegible]

For New York. [illegible] GEN. MEADE. [illegible] For New York Direct. [illegible] ALFRED MOULTON, ... [illegible]

Preserve Your Teeth! J. A. GASADAVANT, ... SURGEON DENTIST. No. 150 CANAL STREET. [illegible]

$20 ONLY—ONLY $20. DR. MERMILLOD ... [illegible]

Dr. CHAS. E. KELLS, DENTIST. [illegible] TEETH EXTRACTED WITHOUT PAIN [illegible]

MEDICAL. The Great Soothing Remedy. [illegible] GRAFTON MEDICINE CO. [illegible]

Sugars and Molasses. [illegible]

JEFFERSON ACADEMY, [illegible] G. J. LORD. [illegible]