STEAMBOAT DEPARTURES.

Thursday, January 8.

BRAZOS SANTIAGO ..... FANNY, Pennock ..... 9 a m
BRAZOS SANTIAGO ..... YACHT, Thompson ..... 9 a m
LAFOURCHE ..... MARY FOGLER, Dufilho ..... 5 p m
CONSTITUTION ..... WINFIELD SCOTT, Carpenter ..... 5 p m
RED RIVER ..... P. F. RIMBALL, Kimball ..... 5 p m
RED RIVER ..... ALEXANDRIA, Hunter ..... 5 p m
YAZOO RIVER ..... AFTON, Grantham ..... 5 p m
CINCINNATI ..... J. MILLINGER, Jolliffe ..... 5 p m
RED RIVER ..... CLIZONA, Mathews ..... 5 p m
CINCINNATI ..... DELTA, Brickell ..... 5 p m
MOBILE & MOBILE RIVER ..... LELA, Sea Island ..... 5 p m
RED RIVER ..... TEXAS RANGER, Claiborne ..... 10 a m
ATAKAPAS ..... NANOPIS, Foster ..... 5 p m
NASHVILLE ..... W. R. CLINTON, Spencer ..... 5 p m
MISSVILLE ..... PAWNEE, Marshall ..... 5 p m
MISSVILLE ..... SYDONIA, Sockers ..... 5 p m
MISTILLE ..... REINDEER, Montgomery ..... 5 p m
Friday, January 9.
YOU SARA ..... GLIDE, Tillie ..... 5 p m
KESBURG ..... St. JAMES, Pindp ..... 10 a m
CANAL LAFOURCHE ..... Dr. RAUDY, Wilson ..... 9 a m
YOU SARA ..... NEW LATONA, Lindsey ..... 10 a m
MOBILE ..... FLORIDA, Hiers ..... 4 p m
KINGSTON ..... LENORA, Dineen ..... 10 a m
CINCINNATI ..... SWALLOW, Wade ..... 5 p m
ST. LOUIS ..... J. M. CLAIBORNE, Benham ..... 5 p m
Saturday, January 10.
CALIFORNIA ..... PHILADELPHIA, Brown ..... 8 a m
MEMPHIS ..... NATCHEZ No. 3, Leathers ..... 5 p m
NAPOLEONVILLE ..... MUSIC Steck ..... 9 a m
WILLIAMSPORT ..... E. D. WHITE, Brady ..... 5 p m
MEMPHIS ..... C. E. WATKINS, Pond ..... 5 p m
MEMPHIS ..... GEM, Sapp ..... 5 a m
CARLSONVILLE ..... CARLO, Dinkins ..... 9 a m
MOBILE ..... MOBILE, Fort ..... 5 p m
BLIZE ..... J. T. DOSWELL, Gilbert ..... 10 a m
LUCAS ..... SONORA, Salmanek ..... 5 p m
Sunday, January 11.
GALVESTON ..... LOUISIANA, Forbes ..... 9 a m
Monday, January 12.
LINCOLNTON ..... SANON, Esher ..... 5 p m
Tuesday, January 13.
NEW CARTHAGE ..... PRINCESS No. 3, Holmes ..... 5 p m
ROSSBURG ..... MAGNOLIA, Thompson ..... 5 p m
Wednesday, January 14.
MEMPHIS ..... BULLETIN No. 4, Church ..... 5 p m
Sunday, January 18.
GALVESTON ..... MEXICO, Thompson ..... 9 a m

routes through Louisiana, at or below the mouth of Red River.

Mr. Verger, of Mississippi, addressed the Convention at some length, on the policy of Mississippi with regard to railroads, and insisting especially the Brandon Railroad, toward which the State gives nearly half a million of dollars—quite one half the cost.

The following delegates from Georgia, who arrived yesterday, were appointed on Committees:

Committee on Ways and Means—Peter Conrey, Jr., J. W. Stanton, E. S. Slatter.

Committee on Resolutions—John Sidell, W. C. Micou, J. Brander.

Committee on Routes—J. Brander, J. W. Stanton, W. C. Micou.

EVENING SESSION.

The President called the Convention to order at half-past 4½ p. m.

The President read a communication from J. B. Walton on the part of a committee of the City Councils, inviting the Convention to take part in the celebration of the 8th.

The resolutions presented last evening by C. C. Lathrop of N. O., were read, and Mr. Lathrop offered others as a substitute therefor. He enforced the views of the substitute with some remarks, and moved to refer it to the Committee on Resolutions.

Colonel Tarpley, of Mississippi, then took the stand. He congratulated the Convention the State and his beloved country, on the happy change that has come over the views of the citizens of Newbrleans within the last twenty months. Twenty months ago he came here, advocated views similar to those that now call these delegates here and found but a cool reception. Even his old friends, those who are now eloquently advocating these enterprises, threw cold water upon his efforts. There was then only one word pronounced—nothing else was heard. It was Tehuantepec. He passed an eloquent eulogy upon the mercantile character of NewOrleans. He knew much by experience. He had found great liberality among her merchants in his dealings with them, and showed the advantages of shipping cotton to NewOrleans rather than to Boston direct.

He referred at some length to the position of NewOrleans, and her condition with respect to the trade of the great West, stating that though she was losing yearly 100,000 tons of her river commerce, the productions of the West went on increasing.

Twenty months ago he had told the citizens of New Orleans, in this hall, that their city must decline unless they attended to the interests which they now advocate, and he was answered by pointing to the Mississippi passing by their doors. Cut off your commerce for a day, and thousands starve; cut it off for a week, and your merchants go by the board; cut it off for a month, and to let will be chalked on your doors, from one end of the city to the other.

In referring to the absence of manufactures, and their importance in a community, he stated that we pay $50 for manufacturing every bale of our cotton. The average value of cotton in its raw state, was $25 per bale; when manufactured it is worth $75 to $100. It is then brought back to us, and we pay the great difference.

In the matter of shoe factories, he remarked that the hides were brought from Rio de Janeiro, in ships built from materials obtained from Aroostook, in the furthest part of Maine. They were carried into the ports of Massachusetts, there tanned and manufactured and thence sent back to us—we paying for all the labor and all the costs of transportation, manufacture, etc.

The speaker showed how all this could be done by ourselves, and how the four millions of dollars that we now pay annually for the necessaries of life, and which is now sent up the rivers and lost, may be returned to us, with interest, by the means at our own doors.

He referred to the system now adopted in Mississippi to aid Internal Improvements, by issuing bonds for short periods and making them transferrable; and denounced absenteeism, showing that the absentees could only be reached by the proposed plan of taxation, which would, however, enure vastly to their own benefit. He closed with an eloquent comparison of the condition of Neworleans with that of the city this night 37 years ago.

Mr. Robb, of Louisiana, came forward at the conclusion of Colonel Tarpley's address, and on the part of the Committee of Ways and Means, made a verbal report, stating that the committee had not had time to complete a written report. He would say that the report embraced three points of recommendation:

First, application to Congress for grants of land.

Second, application for voluntary subscriptions; and

Third, application to the Legislature for a tax on landed property.

Resolved, That the completion of the great system of internal communication by railroad, through the Southern and Southwestern States, is an object of such importance as to justify and require a liberal application of the resources of the States interested in these works.

Resolved, That the voluntary subscriptions of private individuals are inadequate to the accomplishment of works of such magnitude.

Resolved, That the public lands of the Western and Southwestern States of this Union ought to be liberally appropriated to the objects now proposed, and that this appropriation ought to be made by a general law applicable within proper restrictions to all railroad enterprises in which the people of the West and Southwest are interested.

Resolved, That the great additional value given to public lands by railroads passing in their neighborhood, and the augmented revenues derived from the increased population and wealth which result directly from such works, render it peculiarly proper and equitable that the General Government, which disposes of the public lands, should contribute by grants of land to the cost of such works.

Resolved, That it is the right of the people, whenever they may deem it proper, to subscribe through their Municipal and parochial corporations for the stock of railroads chartered to advance their interests, and that the Legislatures of the different States ought by law to authorize their cities, parishes and counties to make such subscriptions, when desired by the respective inhabitants.

Resolved, That the resource for the payment of such subscriptions, when made, ought to be derived from taxes levied on landed property, inasmuch as that species of property is more than any other benefited and enhanced in value by works of internal improvement.

Resolved, That whenever subscriptions are made by cities, counties or parishes, it is inexpedient that the administration of the stock thus subscribed should remain under the control of the local authorities; and that it ought to be distributed amongst those whose property has been taxed for its payment in proportion to the amount paid by each, to the end that each individual may be stimulated by personal interest to a vigilant supervision of the conduct of the work.

Resolved, That a committee of three be appointed by the Chair to address to the Congress of the United States, and to the Legislatures of the separate States, memorials in support of the principles contained in these resolutions.

Mr. Robb followed the introduction of his resolutions with an address of unusual eloquence and power. Our limits will enable us to give only a brief outline of his remarks.

He asked why had Newbrleans and Louisiana—why had all the States of the Southwest, failed in their duty to themselves? They had all failed for the same reason, and what were those reasons? He had come forward to state facts and to discharge his duty in the premises.

He had recently appeared before the Senate and House of Representatives of Tennessee, and he was proud of his reception, though he went with humility, as a citizen of NewOrleans; still he felt that he had a right to stand up and proudly state the facts that brought him there. He told the Legislature that we had in NewOrleans found a race not speaking the Anglo Saxon tongue, but among whom was to be found as much patriotism as among any other class of citizens. There were, however, people who had introduced differences in their midst, and who had promoted mischief and led to divisions. These divisions may have been justified by the circumstances that existed years ago, but such no longer exist, and there is no longer any reason for the division.

He showed some of the results of this unfortunate separation of interests. How the debts had increased, and how taxation had drained the citizens. He compared the taxation of Neworleans with that of other places, and declared that the most despotic government in the world would have been overthrown immediately upon attempting to impose such taxes. Cuba pays a tax of $12 per head of its citizens, while the citizens of NewOrleans enjoy the privilege of paying $30 per head! We have no public opinion. We have no public character, because we have no public government, and we can have no efficiency. Public opinion has ever been divided, and we have no public sentiment. There has never been any agreement and never can be while we are divided into three or four different governments. We are under the thraldom of official influence, but he would say that the city would no longer submit to this state of things, and he would say to the President that when he came to visit us again, he would present a consolidated city with consolidated interests. This Convention would amount to nothing, if NewOrleans should fail in the effort for consolidation! If we do fail—but fail we will not—she never will build one mile of Railroad! But when NewOrleans is one city, and has one interest, we will not only build the road for ourselves, but we will also give you (other delegates) magnificent aid. If she be not consolidated no aid can be expected, for we shall not be able to help ourselves.

If the present state of things should exist, he would say to all having property here, the sooner you get it out of the city the better. He would not keep his property here for a day if the city should but be Consolidated, and he gives others credit for as much common sense as himself. Let us be Consolidated and we will stand shoulder to shoulder with the others interested, in all their enterprises.

Assuming that NewOrleans is united, what is the debt that we now owe? It is as nothing, when the capitalists of Europe know that NewOrleans is true to herself; that she is honest, that she has a correct sense of her interests, they will give us as much capital as we want.

Twenty years since, when NewOrleans entered the markets of Europe for funds for the Union Bank, her bonds were the favorites in the markets. Still, more so, would be the case now were NewOrleans true to herself, we should find an abundance of capital.

It is urged by some that NewOrleans should contribute to other enterprises, and yet, we are told by a gentleman, who says he learned it from De Bow's Review, that she is going down.

What do gentlemen mean when they come to this oppressed city for aid in their works? Asking us to build their railroads when we have not a mile built for ourselves? NewOrleans has two duties to discharge—when she has fulfilled them she will give her assistance to others. He referred to the railroad stretching to the Valley of the Ohio, and that opening to us the riches of the great Southwest. NewOrleans has an immense interest in every thing that is done west of the Mississippi, the region where lie the sources of her wealth and power.

He would repeat all that Mr. Benjamin had said last evening on the subject of taxing property. We have only lands, slaves, moveables, machinery, houses and stocks employed on the plantations; and landed property, means, houses and lots in New Orleans. The question whether it is our policy to tax anything but landed property will be decided by the Legislature. Mr Robb explained why it is necessary in the country to resort to taxation to procure means for internal improvements. It is argued that such taxation is inequal in its operation, but it is not so. The land is benefitted by the improvements for which it is taxed, and there can not be any injustice in the principle involved.

When NewYork and Ohio commenced their great works they levied their canal tolls. A gentleman had told him that he happened to be in one of the counties of Ohio, soon after the passage of the law in that State, when an indignation meeting was held by the inhabitants, and they threatened to hang the sheriff or the deputies that should attempt to collect the tax. It was not long, however, before the farmers of that very county, were getting 80 cents per bushel for their wheat, which before had brought them 20 cents only, and then they were ready to hang any man who would gainsay the canal.

He would show how great an interest NewOrleans had in the trade of the world. It has been said that she can never become a great importing city—but it is not so. When she establishes those projected connections she will have her share of foreign commerce. She now has to pay for each ship coming to this port the expense of two passages, but when she shall be able to reach Nashville in 20 hours, and other places in proportionate time, we shall have to estimate upon the destiny of a great importing city. He would ask a ship agent if required to receive, sell and ship 50,000 bales of cotton? A single counting house will do it, and even now—yes, 50,000 bale. And what agencies are required to distribute the proceeds—say one and a half millions of dollars? Why about 200 persons—she will occupy 200 places of business, residing in 200 houses, employing laborers, blacksmiths, carpenters, and all those industrial aids that constitute the elements of a prosperous city. Our vacant lots would be filled with dwellings, and property would increase in value throughout our borders.

We may talk about the receipts of cotton, and of sugar, and all this, but if NewOrleans fails to become a great importing city she will fail in all.

It is asserted that NewOrleans has no banking capital, etc., but the assertion is not true. Look at Boston. That city derives its importance from commerce. All know full well the importance of Boston as a commercial city. Boston, with all her commerce and all her manufactures, has $18,000,000 banking capital. NewOrleans, without either, has $40,000,000. NewYork, with her immense population and trade, has $45,000,000 banking capital, while NewOrleans has ten millions active capital and seventeen millions inactive. Of deposits, NewYork has $25,000,000, while NewOrleans has only $8,000,000 less. The proportion of active capital is therefore, two and a half to one, while of population it is six to one. Philadelphia has less banking capital and less deposit than New Orleans!

Baltimore long since foresaw what NewOrleans ought to have foreseen, that her natural advantages could not secure for her a commercial preponderance, and she began to build railroads.

Baltimore has now $3,000,000 less banking capital, and $5,000,000 less of deposits than NewOrleans.

Cincinnati has only one and a quarter millions of banking capital.

St. Louis, though having a population equal to that of NewOrleans, has banking capital only to the amount of half a million of dollars.

These are facts that the vast majority of our debtors have not considered.

Mr. Robb then went back to 1824, comparing the movements of capital in NewOrleans and in the South-Western States, and showed in all the comparisons most favorable results for Neworleans, and showing that the latter city has long actually furnished the capital for the internal commerce of this great region. He also compared the average cost of capital with that in other large cities, showing an immense difference in favor of Neworleans, and remarked that the price of money does not depend upon the amount of capital, but upon wise laws.

We have more capital for our wants than any other portion of the country. It wants only development. Capital is irritable. It will take wings and fly away when deprived of guarantee. It has been abstracted from us in consequence of distrust arising from the discussion and agitation of questions connected with our domestic institutions.

In August and September last, the chief buyers of Northern stocks were Southern men, and our money thus went to increase the strength of our enemies. But railroads will give security to our capitalists, while they will also ensure the safety of our institutions.

Mr Robb would say a few words on the subject of taxing capital. In Tennessee the laws permitted it, and capital consequently sought investment elsewhere. The capitalists wanted to come to NewOrleans with it, but they found there was also a tax on it here, and it went to the North, like our own, for the benefit of our enemies.

We regret that we are obliged to close our report of this able address at this point. We hope the able speaker will write it out, and that it will be published as part of the proceedings of the Convention.

MOBILE, Ala.—Mr. J. D. Humphreville, of Mobile, has discovered and produced what he terms mineral oil, or Naphtha. The Tribune says:

"It obtains from bituminous coal, which, as our readers know, is highly bituminous, the coal being placed in an iron retort, with a condenser attached, and kept cool during the process. Before the oil commences passing over, a large quantity of pure gas escapes, which if collected, would be sufficient for illuminating purposes. Reasoning from this, Mr. Humphreville supposes that in cases where coal is used as fuel in large houses, if pipes were arranged from the grates leading to a gasometer in any part of the building, sufficient gas might be saved for all the purposes of the family. Mr. Humphreville has been making this oil for some three years, the first produced being obtained from a stove with a small pipe. This oil is colorless and transparent, has a pleasant odor, and the inventor knew some valuable medicinal properties. At all events, we feel assured that if some of the Northern patent medicine folks had it, they would soon find out that it was an antidote to all the ills that flesh is heir to.

Mr. Humphreville has also made at his works in the lower part of the city, a material which we shall call liquid soap. Two or three table spoonfuls in a wash-basin will render sufficiently abundant the lather for all the purposes of wash for the hands. For washing clothes he claims for it superiority and economy. We shall know more of it soon and acquaint our readers with the result.

THE WORLD'S FAIR IN NEWYORK.—We find in the European Times the following paragraph in relation to the proposed fair in NewYork:

The proposal for holding an industrial and fine arts exhibition, at NewYork, in the spring of next year, appears likely to realize the best expectations of its projectors. Although no steps have yet been taken for ascertaining the number of persons in the United States who may wish to avail themselves of the opportunity of displaying the varied products of their industry, upwards of one thousand applications for space have already been received by the committee in this city, namely from British and foreign exhibitors in the late great exhibition.

We are informed that among the intended exhibitors are his Royal Highness Prince Albert, who has signified his intention of forwarding some of his farm produce, and the Duke of Devonshire, who contemplates sending curious articles from his extensive collection of works of art.

Baron Marochetti has engaged to execute an equestrian statue of General Washington; Mr. Carew a colossal statue of Daniel Webster; Mr. Theed, the model for the production of one of his veiled figures and Mr. Manning has consented to send his Prometheus, a statue of her Majesty and Prince Albert, and several other articles of sculpture. The building in which the exhibition is to be held will, it is stated, cover an area of seven acres, and Sir Joseph Paxton is at present engaged in the preparation of a design, which he intends to submit to the promoters of the undertaking. The first of February is the last day for receiving applications for space, and the exhibition is expected to open on the 15th April. Mr. Riddle, the American Commissioner, has returned to NewYork, where the experience which he has obtained in the management of affairs connected with the Great Exhibition will no doubt be brought to bear in making the necessary arrangements for the proposed transatlantic exhibition.

SCHOOL FUNDS.—A communication in the Mobile Tribune, in reference to schools and school funds, says:

In Maine there is a permanent school fund, now amounting to $504,963. This fund was created from the sale of lands reserved many years ago as the basis of a school fund. There are lands of this reservation still unsold.

Besides this, the banks of the State pay half of one per cent. on their capital stock for the use of schools, which amounted in 1850 to $27,230. This sum, with the interest on the permanent fund, $6214, making $33,442, was apportioned, in 1850, among the several towns of the State, which towns are required by law to raise forty cents for each inhabitant, which amounted to $294,363.

In New Hampshire, there appears to be no school fund, but there was raised by taxation in 1851, for schools, $175,000.

In Massachusetts, they have a small school fund, which yields for distribution, per annum, $40,000; and interest is also paid on the surplus revenue, amounting to $8714. The towns, however, raised by taxation in 1850, the sum of $884,067.

In Rhode Island, the State pays for school purposes, $34,548; and the towns raise by taxation, $50,332. There is a school fund invested in bank stock, and interest is paid on the surplus revenue.

In South Carolina, the legislature expended for schools in 1848, $40,561. The returns do not show that there is any school fund.

In Louisiana, there is a small school fund, amounting, in 1849, to $40,000. The tax, however, for school purposes is liberal, the State appropriating the yearly sum of $250,000.

It has been decided in California that Mr. Hiskins, in breaking Ellen Davis's head, did not intend to kill her.

Mr. Paine, of gas notoriety, is a lineal descendant, on the mother's side, of the man who set the river on fire.

O. W. Holmes, in one of his poems, says: "And I never heard a hearty laugh from out a villain's throat."

The New York Post thinks the result of Louis Napoleon's usurpation will be his flight, possibly leaving his head as a legacy to the "dear citizens" of Paris.

The man who found one of the umbrellas that every body lost was lately seen in this city. The sheriff is after him.

Such champagne became a common beverage, the wealth of Newark, N. J., has more than quadrupled. Singular coincidence, isn't it?

Punch wants to know if four journeymen dyers can earn three pounds a day by dying, and spend it all, when it would cost each man to live?

Joe Rogers, eight years old, is one of the "crack jockies" of England.

Arrivals at the Principal Hotels.

VERANDA.—R S Rodi, Ohio; T H Baldridge, Baltimore; A J Hunderfield and lady, W T Rigo, NewYork; S W Lind, R H Stokes, Miss A Williamson, S O, E Mathews, James Aikshead, Thomas Pugh, Dr J McLean and lady, Jas Jay, Mr Tredrum, Conn; Henry Harrison, Iowa City; H Fehr, J W Jones, N W Sigma, La; W R Colcord, Ky; R F Reed, J J Knox, James B Cameron, do; Jas Kindy and servant, Miss J E Anderson, Ky Clay, W W Harper, Va; J A Tucker, A Barnes, C; A B Nisbet, Texas; Chas Bains, N Y; Dr Thomas H W Activillo, Boston; John Goodbinger, G Dixon, G W Barnes, Georgia; H F Curtis, A E Curtis, St. Louis; James Rogers, Baton Rouge; Wm H Rawles, Vicksburg.

ARCADE.—Mr H B Cresswell, A Duckworth, R Duckworth, Dr F Hurd, Thos Hurd, Mrs Hurd, Miss Hurd, Miss Hurd, Master Hurd, Miss Hurd, Miss Rouse; J A Butler, Georgia; M W Howell, J Milstead, Opelousas; Wm Arnold, Ky.

ST. LOUIS.—A Brown, H Cummings, A Kinzel, N O; A Rogers, M Foote, W Walker, J Kimball, W Foote, Miss Stockton, J S Valentin, H Hawkins, W Pike, G B Smith, Miss Smith, NewYork; W B Barr, W A Bell and lady, J Carmen, J Goodlow, A Jarvis and lady, Miss Jarvis, Miss Campbell, Stockton; J W Brown, Md; C Harding, Dr Thos J Kennedy, T Kiffe, Ky; J Tecumseh, Memphis; J Ralston, Miss; Mrs R Trichman, Miss Trichman, Miss Lawrie, Miss O'Neil, J Brown, Jr, M M Dickinson, J Staples, Louisiana; R Butler, lady and child, Miss A Ellis, Miss M Ellis, Ky; Dr W Bond, Bayou Sara; M Bell, Ky.

CONTI STREET VERANDA.—W Neil, M Robinson, A Wittmark, J Gross, Mr. Williamson, NewOrleans; G Drummond, James Jackson, J Woods, James Hudson, Baton Rouge; J Lathrop, G Hilmel, G Hilmel, Assumption; E Wood, N Lanoy, E Bailey, Thos Bailey, J Rahan, Mrs M Leon, Mr Graham, J H Meek, W A Simms, J Allen, Louisiana.

TUPTS.—J Johnson, C Tunes, M Dale, Dr Tragendorf, Mr Merritt, H Clarke, J Johnson, M Crossell, J Adams, J Gordon and servant, E Burdal, Louisiana; J P Smith, H Wash, Pittsburg; J Dowd, St Louis; S H Hussey, Kentucky; A B Sabin, Texas; P B Pope, Mississippi.

PORT OF NEW ORLEANS.

OFFICE OF THE DAILY CRESCENT,
Thursday Morning, January 8, 1852.

CLEARED YESTERDAY.

Steamship Pontoch, Pontoch, Boston.
Ship Tuscarora, Hilliard, Liverpool. C J Mesker & J P Whitney & Co.
Ship Thos Perkins, Beach, Boston. Lord Hinde.
Ship Oregon, Crowell, Boston. J P Whitney & Co.
Ship Indy, Reed, Liverpool. Fatio, Mor & Co.
Brig Caroline, Gregorio, Malaga. Fatio, Mor & Co.
Brig Jesus Azuela, Millet, Barcelona. Fatio, Mor & Co.

ARRIVED.

Schr Hope & Susan, ——, from the River.

Steamboats.

Caddo, Hollister, from Donaldsonville.
Gipsey, Cox, from Bayou Sara.
Parmer, Leonard, from Louisville.
Reindeer (Pack), Montgomery, from Louisville.
Sylphide, Bertel, from Pittsburgh.

Towboat J P Whitney, Hopkins, from the Passes—towed down and left on the Bar last night, ship Alnwick and Flavio, bark Middlebrook—came up light.

Towboat Pioneer, Chadwick, from the Passes—towed down and left on the Bar last night, ship Clinton and Adelaide Mitchell, schr Hill, Brunton—came up light.

Towboat Anglo-Norman, Rinehardt, from the Passes—came up light.

EXPORTS.

BRAZOS—Per steamship Fanny: Assorted mdse.
TRIESTE—Per ship Telleyrand: 1873 bales cotton.
BOSTON—Per ship Thos Perkins: 1372 bales cotton, 1400 bbls pork, 485 bbls 88 lbs beef, 32 tcs hides.
BOSTON—Per ship Oregon: 1392 bales cotton, 30 bales wool, 3057 bags corn, 290 bbls beef, 359 do pork, 85 bbls do rosin, 1192 kegs lard, 760 bdls hides, 18 cases leather, 6 do sundries.
LIVERPOOL—Per ship Indy: 2403 bales cotton.
MALAGA—Per bark Carmen: 500 bales cotton.
BARCELONA—Per polacca Antilla: 994 bales cotton.

RECEIPTS OF PRODUCE.

LOUISVILLE—Per steamer Pioneer: 58 bbls tallow, 20 kegs lard, 20 kegs butter, 125 bbls 100 lb pork, 500 bbls flour, 10 bbls do, 100 bbls rye whiskey, 1 box 100 lbs tobacco, 1 do 50 lbs do, 1 do 50 lbs do, 1 do 50 lbs do