STEAMBOAT DEPARTURES.

	THURSDAY, MAY 27.	
LAFAYETTE	RAY, WILE, Jefferson	4 p.m.
WALLACE	VOLANT, Brown	4 p.m.
MISSISSIPPI RIVER	DELTA, Hudson	4 p.m.
MONONGAHELA	CASPIAN, Coon	4 p.m.
ST. JOHN	H. H. MAGOFFIN, Hunter	4 p.m.
RED RIVER	MEMPHIS, Kerr	4 p.m.
MISSOURI	JAMES HOBB, Montgomery	4 p.m.
MISSISSIPPI	SARAH SHERMAN, Bell	4 p.m.
TENNESSEE RIVER	SAVANNAH, Lowe	4 p.m.
MOBILE	MOBILE, Vernon	4 p.m.
WAYNE (MOBILE)	WAYNE, Hopkins	4 p.m.
MOBILE	ALABAMA, Hopkins	4 p.m.
MOBILE	CITY OF MOBILE, Hall	4 p.m.
MOBILE	CHAMPION, Pierce	4 p.m.
RED RIVER	ROBERT LEE, Kimball	4 p.m.
	FRIDAY, MAY 28.	
MOBILE	ALABAMA, Vernon	4 p.m.
MOBILE	W. A. SHERIFF, Overton	4 p.m.
MOBILE	MOBILE BELLE, Taylor	4 p.m.
MEMPHIS	J. T. WILSON, Pickett	4 p.m.
MEMPHIS	T. J. WILSON, Pickett	4 p.m.
TENNESSEE RIVER	SHARON, Arrington	4 p.m.
	SATURDAY, MAY 29.	
RED RIVER	KATE CARNEY, Lowden	4 p.m.
BLACK RIVER	BLACK RIVER, Barbee	4 p.m.
CONCORDIA	BELLE HELEN, Burke	4 p.m.
ST. MARY'S	ST. MARY'S, Dupuy	4 p.m.
ATCHAFALAYA	ATCHAFALAYA, Thompson	4 p.m.
MISSISSIPPI	ROBERT E. FOWEN, Baldwin	4 p.m.
ARKANSAS RIVER	RED LAFAYETTE, Brown	4 p.m.
	SUNDAY, MAY 30.	
MOBILE	MOBILE, May 29.	
SAVANNAH	ROBERT LEE, Lowe	9 a.m.
	MONDAY, MAY 31.	
NEW CARTHAGE	PRINCESS, Jno. S. Holman	5 p.m.
	WEDNESDAY, June 2.	
LOUISVILLE	CLARINDA BURKE, Bentley	12 m.
VELAS	YACHT, Thompson	4 p.m.
ST. MARY'S	MISS MOSS, Leonard	10 a.m.
ST. HARRISONVILLE	ROBT. LEE, Kimball	4 p.m.
BEAUMONT	DR. BATES, Wilson	4 p.m.
	THURSDAY, June 5.	
LOUISVILLE	SCHILDE, Simpson	3 p.m.
	SATURDAY, June 8.	
LOUISVILLE	MAGNOLIA, Thompson	4 p.m.
NEW YORK	NEW YORK, Marks	9 a.m.
	SUNDAY, June 12.	
GALVESTON	LOUISIANA, Lawless	9 a.m.
	MONDAY, June 13.	
LOUISVILLE	LOUISVILLE, Beck	10 a.m.
	FRIDAY, June 24.	
ST. LOUIS	ROBERT CULLEN, Stocker	4 p.m.

NEW ORLEANS:

THURSDAY MORNING, MAY 27, 1852

Congressional.

WASHINGTON, May 19, 1852.

SENATE.—The Chair presented a communication from the Secretary of War, in answer to a resolution heretofore adopted, calling for information relative to contributions made during the war with Mexico.

Various memorials were presented, asking for the passage of the Homestead Bill.

A large number of reports were made from committees, principally of a private character.

The Senate ordered to be engrossed for a third reading the bill giving the right of way and making a grant of land to California, for the construction of a railroad from San Francisco to San Jose; and they also ordered to be engrossed the bill authorizing the President of the United States to designate the places for the ports of entry and delivery for the collection districts of Puget's Sound and Umpqua, in the Territory of Oregon.

The Pendleton bill was then taken up and amendments discussed; and the Senate was in session when this was closed, at 4 o'clock.

HOUSE.—The Senate finally agreed to the amendment in the Pendleton bill making an additional appropriation for the Collins line of Atlantic steamers for mail service. The vote stood yeas 23, nays 21.

HOUSE OF REPRESENTATIVES.—On motion of Mr. Sibley, of Minnesota, the House resolved itself into Committee of the Whole on the state of the Union, and again took up the New Mexico bill.

Mr. Grey, of Kentucky, addressed the committee, and, after alluding to the object of the bill, stated that his object was to review the address of the whig caucus which had been published, for the purpose of placing the whigs of Kentucky in their proper position before the country, who, he said, were in favor of the fugitive slave law and the compromise which had been effected, and in vindication of the course he pursued at the meeting in the Capitol.

Mr. Richardson, of Illinois, called the attention of the committee to the bill under consideration, and moved that the entire session of the legislature be limited to sixty days instead of ninety, as provided in the bill. This period he deemed to be sufficient, as the laws at present in existence in New Mexico, with some trifling modification, are as good as can be desired; at the same time he admitted that the business of the legislature, being transacted in two different languages, required more time than is necessary in the other territories of the United States.

Mr. Stuart, of Michigan, said the Delegate from New Mexico had satisfied the majority of the committee that three months were required to enable the legislature of New Mexico to transact the business which must necessarily come before it.

The bill was then agreed to as reported by the committee on Territories, fixing the period at sixty days.

A bill for the construction of certain roads in New Mexico, was then taken up.

Mr. Floyd, of New York, commenced a speech on the subject of slavery and the compromise, and was called to order by Mr. Clingman, on the ground that his speech was not german to the subject of the bill.

The Chairman ruled that Mr. F was out of order; and Mr. Carter, of Ohio, having appealed from the decision, there was found to be no quorum voting, and the roll having been called, the decision of the chair was reversed.

Mr. Floyd again took the floor, and went into the history of the compromise, which, he said, settled nothing, as the question of the introduction of slavery would recur when ever a new State applied for admission. The fugitive slave law he considered as offensive to the North, and its provisions as calculated to irritate the people in that section of the Union. He predicted that, at no distant day, the South would call for its repeal; he described the measures as mere juggle, and was opposed to the compromise forming part of the democratic platform.

He then alluded to the different candidates for the Presidency, and denounced their giving any pledge as to their determination to support the nomination, if they proved to be the fortunate candidates. He concluded by saying that if no satisfactory candidate for the Presidency could be found in the North, one could be selected from the South, and recommended union and harmony with reference to the approaching contest.

The committee then rose, and the House having resumed, the bill was passed authorizing the calling of an extra session in New Mexico.

The bill authorizing the opening of roads in Oregon has been taken up, and is being discussed at the time of closing this report.

WASHINGTON, May 20.

SENATE.—Numerous petitions asking for the passage of the Homestead bill, were presented. Senate then took up a bill granting lands to Wisconsin, to aid in the construction of a railroad from Milwaukie to the Mississippi river, which, after discussion, was postponed to Monday. The bill authorizing the President to designate the ports of entry and delivery for the collection districts of Puget's Sound, and the bill granting right of way and land to California for a railroad from San Francisco to San Jose, were passed. The Pendleton bill was taken up. Mr. Hale submitted an amendment to the effect that no estimate or appropriation of money to any bill shall authorize the payment of any increased pay or allowance beyond the amount prescribed by law to naval officers.

HOUSE.—Went into committee of the whole on the Territorial bill and killed the following aside to be reported to the House: a bill authorizing the Legislatures of the several Territories to control the appropriations made by Congress for the support of the Government in their Territories; and the bill making an appropriation for the completion of public buildings in Minnesota. The Senate bill, relative to salaries of officers of Territories and the United States, taken up. A motion to repeal the provision which makes every officer who absents himself longer than sixty days forfeit a year's salary. The committee reported an amendment that the salaries shall not be forfeited, provided the President be made satisfied of good cause for such absence. Mr. Carter said they, Young had acted contrary to all decency—transported our flag underfoot and abused the General Government in vulgar terms. This, he said, is what the administration calls abscondation. He then defended Judges for leaving that territory. After further debate between Giddings and others, the House adjourned without coming to vote.

Something for Every Body.

It is estimated there are 85,700 passages of vessels in and out of Boston harbor annually.

Why are crows the most sensible of birds? Because they never complain without cause.

A turkey which weighed 35 pounds was sold at Washington Market, New York, for $100.

Tom Hood says nothing spoils a holiday like a Sunday coat, or a new pair of boots. To have time sad easy, your garments must set the example.

Wm. Wilkinson, ages 92 years, a soldier of the Revolution, and the oldest living graduate of Brown University, died at Providence, R. I., on the 15th inst.

The first hundred representations of the opera *La Prophete* at the Royal Opera in Paris realized for the management 785,000 francs.

It is said that one hundred letters addressed to Jenny Lind were lately sent to the dead letter office, from the Northampton, Mass., post-office.

M. Gaillardet, in a letter to the *Courrier des Etats Unis*, says that Madame Tedesco has achieved a great success in Hallevy's new opera, and has been engaged at a salary of 80,000 francs per annum.

"What would Ugive," said Charles Lamb, "to call my mother back to earth for one day, to ask her pardon, upon my knees, for all those scrubby which I gave her gentle heart to pain."

The celebrated Dr. Haynes is at present carrying on the chain making business in Frankfort, Ky., the State being liberal enough to furnish him with the material necessary to carry on the business. We think that is a safer business than cotton speculation.

In Italy, Piedmont excepted, every 114th man of the population is in prison. Every 40th man of the population is in exile. The ratio would be higher in France, higher still in Hungary, higher still in Poland, higher still in Hesse or Baden.

A lady, seventy-five years of age, testified before the Superior Court of New Haven, Conn., that she was born and had always lived in North Haven (about six miles distant), and that until that day she had never visited New Haven.

Jeffrey's reconciliation to Miss Joanna Baillie whom he had offended by his criticisms of her plays, is mentioned as an event which afforded him great satisfaction. He says she is the prettiest, best-dressed, kindest, happiest, and most entire beauty of romance that has been seen since the days of Eve!!

Punch chronicles a conversation between "Gus" and his sister Ellen: "Gus—(who is always so full of his nonsense)—hush my buttons, Ellen! that's a stunning waistcoat. I wish you'd give us your tailor's address!" "Ellen—Don't you be rude, sir—and take your strap off the piano!"

The horse-shoers of New York have struck for higher wages. They demand a settled amount of four-teen shillings a day, their present wages being one dollar a week. About three hundred members of the Horse Shoers Benevolent Union marched in procession through the principal streets.

As fathers love their daughters better than sons, and mothers love their sons better than daughters, so do sisters feel towards brothers a more constant feeling of attachment than towards each other. None of the Achilles castings, heart burnings and jealousies that, also, rage among human natures; are but tap and spring up in female hearts can, (or, at all events should) make brothers proud and sister's each to prove of the success of the other; because it cannot interfere with self—nay, on the contrary, is flattering to self. Hence, if there be a bond of family union more free from the selfish alloy that intercept all others, it is this which exists between an affectionate sister and brother.

The well-known female traveler, Ida Pfeiffer, recently arrived in the Red Indian, at the mouth of Pembina, the result of a short tour through the wildernesses of the English government, whence she made a visit to some of the mountain tribes. She intended to ascend the Saskatchewan as far as it is navigable, thence proceed to visit the Dutch possessions, and then go on to Batavia.

A lad named Elliot Edson lately met with a painful death at Fitchburg, Mass. He was driver's boy to owner, his foot had fallen around his waist, and the horse becoming frightened he ran off at full speed, dragging the boy after him for nearly a mile, when the latter broke, but the boy was so much injured that he died in a few minutes afterwards.

Mr. Landor—the man whose mother called his Savage—says that if domestic affection can be nourished and flourish in the hardened race-course of public life, then flowers can find nourishment in the pavement of the streets. In the politician, the whole creature is restless; if he ever speaks as before, he either speaks from memory or invention.

In England, where, probably, there is a greater quantity of land, compared to the size of the country, under high cultivation, than there is in any other part of the world, except China, there are still sixteen millions of acres wholly unproductive, not including, of these the magnificent parks of the nobility and the gentry, which, though merely planted and ornamented for show and luxury, add so much interest to the domestic scenery of the country.

A gentleman called some time since to consult a physician with regard to a rheumatic attack which caused him much pain. The doctor immediately sat down and wrote him a prescription. As the patient was going away the doctor called him back. "By the way, sir, should my prescription happen to afford you any relief, please let me know, as I am myself suffering from an affection similar to yours, and for the last twenty years have tried in vain to cure it."

There are thirty democrats in the Rhode Island Legislature. A few days ago the question of the Maine liquor law came up in that body, and the thirty democrats held a caucus to decide how they had better vote upon it. After good deal of deliberation and consultation, they concluded that the safest way would be not to commit themselves as a party, and so they arranged that fifteen of their number should vote for the liquor law, and the other fifteen against it.

If cleanliness can ever be carried to excess, it is in Holland. The very servants have such caps and kerchiefs, and wear such clothes, and so beautifully get up, I can compare them to nothing but a laundress on a pleasure party, taking a day's wear of her mistress's best things. Of course they have a wash every week day, besides the grand one on Saturday, when they really wash up every thing in the place except the visitor. As an instance of their particularity, at almost every house there is a sort of double looking-glass outside the window, self for seeing up and down the street; but Frank says that it is that the Dutch ladies may watch, before being at home to a friend, whether he has dirty boots or shoes.

"HOME—The place where children have their own way, and married men resort, when they have nowhere else to keep themselves. WIFE—The woman who is expected to purchase without means, and sew on buttons before they come off. BABY—A thing on account of which the mother should never go the opera, consequently need never have a new hat. DINNER—The meal which is expected to be in exact readiness whenever the master of the house happens to be at home to eat it, generally twelve or half-past three. WASHING-DAY—The time when a woman can throw a broom at a thievish dog, or say 'I won't' without being thought cross. TROUSERS—The disputed territory!"

A bill has been reported in the Massachusetts House of Representatives to promote the security of railroad travel. It provides that flooring of bridges shall be three inches thick, and that every switch shall be provided with an index, which shall so render its changes of position as to be distinctly visible to the engineer at the distance of not less than half a mile. A resolution was also reported, requesting the National Executive to direct the ordnance department to institute experiments, which may tend to elucidate the laws which govern the capacity of iron to resist the various forms of mechanical violence under the circumstances of exposure to which it is subjected by our climate.

MAYORALTY OF NEW ORLEANS, May 26, 1852.

COMMON COUNCIL OF THE CITY OF NEW ORLEANS.

No. 49.

Resolved, That the Surveyor be and he is directed to select a suitable location for Nuisance Wharves in the First, Third and Seventh Districts, and also to report and submit plans and estimates for the construction of said Wharves and suitable Nuisance Boats.

[Signed] WM. C. C. CLAIBORNE, President Board of Aldermen.

[Signed] FRANS. ALPUENTE, President Board of Assistant Aldermen.

Approved 26th May, 1852. [Signed] A. D. CROSSMAN, Mayor.

No. 50.

An Ordinance concerning the Surveyor's Department of the City of New-Orleans:

Be it ordained by the Common Council of the City of New-Orleans as follows—That the Surveyor's Department of the city of New-Orleans shall consist of the Surveyor, elected by the people; of two Deputy Surveyors; of two Clerks; of one Draughtsman, and two Chain Carriers.

2. That the Surveyor shall keep his office in the City Hall, in which all the plans, minutes and documents of the department; all the estimates, boundary plots, surveys, limeations, and reports, shall be deposited and carefully kept. They shall be considered the property of the city, and shall be at all times accessible to the Mayor, Recorders and Members of the Common Council. The said Surveyor shall make oath before the Mayor, faithfully and impartially to perform the duties devolving on him, and shall moreover give bond, with one or more sureties, for the satisfaction of the Common Council, in the sum of ten thousand dollars, conditioned for the faithful performance of the duties of his office, and to secure the city against any claims or injury that may arise from his neglect, inability, or the unfaithful discharge of his duties.

3. That it shall be the duty of the Surveyor to give the limeations and levels of the banquettes or footways within the city, and he shall be bound to lodge information with the Mayor (a copy of which shall be transcribed to the Common Council) against any person or persons who shall build, construct, or increase any building, wall, or enclosure, in front of any street or other public way, without having first applied to him or his Deputies to receive the limeation, unless such limeation may have heretofore been given; as also those who shall make, or cause to be made, any banquettes or footways, the limeations of which he shall not have defined in pursuance of existing ordinances, or those hereafter to be ordained. And it shall be also duty of the Deputy Surveyor only to give the limeations of lots situated in front of the streets, squares, or other public ways, whenever called upon for that purpose.

4. That it shall also be the duty of said Surveyor to superintend the construction of all works ordered by the Common Council, and executed by contract or otherwise, and report after the completion of the same, the manner in which said works have been executed; to make and deliver all plans, estimates, boundary plots, surveys, limeations and reports required of him by the Council; he shall also make out and submit annually, at the first meeting of the new Council, an exact and true account of all his transactions during the past year, including and designating the quantity of repairs and work done, with a specification of the expenses incurred for each object under his superintendence, so far as the same may be practicable, with an inventory of all utensils, materials and necessaries of every kind, belonging to the city, which shall then be provided and remain on hand; he shall also furnish, at the same time, an estimate of the several sums which will be necessary to complete any work or transaction then begun and unfinished. He shall also take charge and keep an account of all paving materials, tools and implements belonging to the city, and shall furnish the Comptroller with a statement thereof, at the time he receives them.

5. That it shall also be the duty of the Surveyor to inform the Mayor of all encroachments made upon any street or public way; to see to the execution of the ordinances relative to houses, buildings, walls, or any other object, which, from their ruinous condition, or any other cause, may be a nuisance to the public; to interfere with the safety of the public, by falling down, blocking up, or injuring any public way, or occasion accidents; to superintend the construction of public or private buildings, and whenever a building being or already constructed or repaired, shall be defective on the score of solidity, on account of some defect in the plan, or of the walls being too light, or upon any other account, said Surveyor shall be bound to report thereon immediately in writing to the Mayor and to the Council.

6. That at the commencement of each month (or oftener, if the public interest require it) it shall be the duty of the Surveyor to report to the Committees on Streets and Landings on the work to be done by his department under the authorization of the Council, and he shall set forth the number of mechanics, laborers, carts, and other assistance that he may require; whereupon said committees shall take the same into consideration, and shall decide on the number of mechanics, laborers, carts, etc., the Surveyor may employ. They shall also decide upon the order in which the works shall proceed. The decision of said committees shall be transmitted to the Comptroller, who shall keep a record of the same, and shall forthwith authorize the Surveyor to employ the number of men, carts, etc., fixed by said committees. The Surveyor shall also be authorized to purchase, for the use of the city, wheelbarrows, spades, pickaxes, shovels, and other working tools, as well as nails, spikes and other materials, and shall report such purchases at each successive session of the Council.

7. That the duties of the Deputy Surveyor shall be limited to give the lines of lots and other properties situate in front of the streets and public ways, whenever they shall be required; as also the lines and levels for the sidewalks, under the immediate superintendence of the Surveyor; and they shall be obliged to denounce to the Mayor all persons who do not conform to the line or level given by them.

8. That the salaries of the Deputy Surveyors shall consist of the sum of two cents per running foot, which they are authorized to receive from every person who shall employ them to give the lines of their lots or banquettes, and of the sum of five dollars per day, whenever employed by the Surveyor in superintend the public works and buildings in the discharge of his duties, and the said Deputy Surveyor shall only be employed to assist the Surveyor when the Committee on Streets and Landings shall authorize the same. The said Deputies shall each take an oath before the Mayor, and furnish security to an amount of five thousand dollars to guarantee the faithful performance of their duties.

9. That the Clerks and Draughtsman, as well as the Chain-carriers, shall be under the immediate control of the Surveyor, and shall perform such duties as may be prescribed to them by him.

10. That neither the Surveyor, Deputy Surveyors, nor Clerks, shall, directly or indirectly, openly or covertly, have any concern or interest in, or receive any pay, emolument or compensation, for the execution or performance of any public work authorized to be done by the city, or in providing any materials, tools, utensils, carts, or other carriages, slaves, horses, or cattle, employed in or about the execution thereof, whether the said works be done by contract or otherwise.

11. That the Surveyor's office shall be kept open every day for the public, (Sundays and Festival days excepted,) from nine o'clock, A. M., till three, P. M.

12. It shall be the duty of the Surveyor to attend the meetings of the Committee on streets and Landings.

13. That all ordinances or parts of ordinances contrary to the provisions of the above be, and they are hereby, repealed.

[Signed] WM. C. C. CLAIBORNE, President Board of Aldermen.

[Signed] FRANS. ALPUENTE, President Board of Assistant Aldermen.

Approved 26th May, 1852. [Signed] A. D. CROSSMAN, Mayor.

No. 51.

Resolved, That permission be and is hereby granted to the Commissioners of the new Custom-house to use the wharf at the foot of Canal street, for the purpose of landing such granite as may be received, until the 15th day of September next; provided, said Commissioners keep the wharf in repair.

[Signed] FRANS. ALPUENTE, President Board of Assistant Aldermen.

[Signed] W. C. C. CLAIBORNE, President Board of Aldermen.

Approved 26th May, 1852. [Signed] A. D. CROSSMAN, Mayor.

Certified to be a true copy: L. HEYLIGER, Secretary. may27 1t

Departures of the Cunard and Ocean Steamers FROM LIVERPOOL.

CANADA (S.)	for BOSTON	SATURDAY, May 1
ATLANTIC (Am.)	for NEW YORK	WEDNESDAY, 5
AFRICA (S.)	for NEW YORK	SATURDAY, 8
CAMBRIA (S.)	for BOSTON	SATURDAY, 15
ARCTIC (Am.)	for NEW YORK	WEDNESDAY, 19
ASIA (S.)	for NEW YORK	SATURDAY, 22
AMERICA (S.)	for BOSTON	SATURDAY, 29

NEW ORLEANS MARKETS.

CRESCENT OFFICE,
Thursday Morning, May 27, 1852.

COTTON—The market came to an almost complete pause yesterday, the sales scarcely reaching 500 bales.

NEW ORLEANS CLASSIFICATION

Inferior	6¾@7	Middling Fair	10¾@10¾
Ordinary	7¾@8¼	Fair	nominal
Middling	8¾@9	Good Fair	nominal
Good Middling	9¾@10	Good and Fine	nominal

COTTON AND TOBACCO STATEMENT.

	Cotton, bales.	Tobacco, hhds.
Stock on hand Sept. 1, 1851	15,300	23,871
Received since	1,363,370	50,211
" yesterday	1,365—1,362,735	1,593—51,804
	1,378,035	75,675
Exported to date	1,274,581	41,508
" yesterday	4,698—1,279,279	520—42,028
Stock on hand not cleared	105,841	33,647

TOBACCO—We noticed sales of 560 hhds, as follows: 5s8 at 4¼, 15 at 4 3-16, and 47 at 4¾; 87 at 4⅞, 18 at 5¼, 1 at 2¾ (frosted,) and also 300 hhds, by two parties, on private terms.

SUGAR AND MOLASSES—Very little done in Sugar, beyond small sales at steady rates. Of Molasses 180 bbls reboiled sold at 26¼@28 gallon.

FLOUR—The market continued inactive, with sales of 1400 bbls, of which 200 bbls at $3 40, 500, in many lots, at $3 50, 315 fine at $3 05, and 260 bbls St. Louis at $3 75 for superfine, and $4 75 for extra.

CORN—Still active and improving. Sales 12,000 sacks, of which 3500 ordinary St. Louis yellow at 47, 700 ordinary white at 48, 1500, mostly yellow, at 48@50, 450 prime white at 53, and 3000 choice, in store, said to be at about 54c.

HAY—A flatboat load of 120 long Western was sold at $15 00, and 100 prime, from store, at $17 00.

PROVISIONS—Pork presented no change, the principal sales being 284 bbls Mess (inspected) at $17 00, and 90 bbls by a dealer, at $17 25 ⅌ bbl. In Lard we heard of nothing doing. Bacon was in good request at lower rates, 160 casks St. Louis Sides being sold at 5c, and 90 casks prime at 5c for Sides and 7¼@7¾c for Shoulders.

COFFEE—Buyers took about 4500 bags Rio, including 4125 bags, ex Rebecca, at 9, 200 at 9¾, 50 at 9⅞, and 100 prime at 9¾c ⅌ lb.

WHISKY—243 bbls sold by one party, and on the Levee, at 18½c.

FREIGHTS—A Hamburg ship taken for Hamburg at 32s 6d for Tobacco, was the only freight engagement reported.

EXCHANGES—Foreign bills slightly improved:

Sterling	108¾@109¼
Francs	5.17½@5.22
New York sixty-day Bills	1¼@2 ⅌ ct. dis.
Sight Checks on New York	¼@¾ ⅌ ct. dis.

NEW ORLEANS CATTLE MARKET

JEFFERSON CITY,
Wednesday Evening, May 26, 1852.

Arrived 164 head of Beeves, (including a lot of Texas Cattle.) 175 Sheep and 150 Calves. The market is easier:

—PRICES—

BEEF CATTLE (Western)	6@7c ⅌ lb net
(Lake and Texas)	3¾@4¾c ⅌ lb net
HOGS	6@7c ⅌ lb net
SHEEP	$2 50@3 00 ⅌ head
MILCH COWS	$26@48 ⅌ head
CALVES AND YEARLINGS	$6 50@8 50 ⅌ head

PORT OF NEW ORLEANS.

OFFICE OF THE DAILY CRESCENT,
Thursday Morning, May 27, 1852.

CLEARED YESTERDAY

Ship Maid of Orleans, Smith, New York	A Cohen
Ship Hudson, White, New York	D Chase
Ship Silver Queen, Owen, Liverpool	Gilmoy & Lovell
Brig Adelaide Gray, Schmidt, Havana	Jno Mickle
Brig W Clark, Daly, Point a Pitre, Guadaloupe	O Wickham
Brig Caleign Leach, Tyson, St Marks and Tampa Bay	B D Post
Schr Madison, McNeil, Key West and Tampa Bay	J P Whitney
Schr Visitor, Perry, Pensacola	Master
Schr Eagle, Taylor, Pensacola	Master

ARRIVED.

Ship John A Albert, Harward, 20 days from Philadelphia, to C J Metcker & co—1st d'ft.
Ship Cairo, Taylor, 24 days from Boston, to Fredick & co—2d d'ft.
Ship Massachusetts, Pierce, 20 days from Boston, to L M Gale—1st d'ft.
Ship Niagara, Livermore, 20 days from New York, to J O Woodruff & co—1st d'ft.
Ship St Paul, Dillingham, from Boston 21st April, to master—1st d'ft.
Ship Pacific, Nelson, 17 days from New York, to A Collins—2d d'ft.
Ship Hindoo, Freeman, 17 days from Boston, to master—4th d'ft.
Bark N H Buchanan, Clark, 25 days from Boston, to master—1st d'ft.
Bark Ardennes, Hoffman, 10 days from Cienfuegos (Cuba), to J Avegno.
Bark Kepler, Shaw, 25 days from Boston, to master—Point.
Bch Globe, ——, from San Juan de Nicaragua, in ballast, to master—1st d'ft.
Brig Harbinger, Hoyt, 9 days from St Jago de Cuba, to master—2d d'ft.
Schr Chas H Rogers, Hutchinson, 20 days from Philadelphia, to master.

STEAMBOATS.

Alton, Wallace, from Yazoo City.
Gen Lafayette, Brown, from Clarksville.
Globe, Gibbons, from Vicksburg.
Harry Hill, Newell, from Nashville.
J T Donald, Sallis, from the Sulphur.
J W Cook, Pettit, from Cincinnati.
Magic, Stowe, from Lafourche.
New Lafayette, Lewis, from Bayou Sara.
Pawnee, Marshall, from St Louis.
W A Fickett, Gwartney, from Yazoo River.
Yorktown, Myers, from Pittsburgh.

Towboat Anglo-Saxon, Duncan, from the Passes—towed down to the Bar, ships Schoodiac and Atlas Rick—brought up ship St Peter, bark Kepler and brig Globe.
Towboat Florida, Crowell, from the Passes—went down light—brought up ships Pacific and Timoleon, bark N H Buchanan.
Towboat Pontchartrain, Lefort, from the Passes—went down light—brought up ships Niagara and Mascoma, brig Harbinger.
Towboat Ocean, McKeever, from the Passes—towed down to the Bar ships Woodbury and Prudent—brought up ships John A Albert and Cairo, bark Ardennes.

Below—Coming Up.

Ship Jessie, Cole, from New York.
Ship Shortgrass, Bainbridge, from Liverpool.
Brig Fashion, from San Juan, via Rustan Island.

MEMORANDA.

☞ The steamer Ravenna left St Louis on the 20th inst—Reports the river at that point still rising, the Missouri and upper Mississippi rivers full and swelling, weather rainy and cool; the steamers Sussnak and St Louis were loading for New Orleans.

☞ The steamer Harry Hill left Nashville on the 19th inst—Reports no fast water on Harpeth Shoals; the steamer Gen Lafayette was at Clarksville loading for New-Orleans.

☞ The towboat Swan-Wheeler, Captain Martin, from the Balize, brought up the passengers from British ship Shortgrass, from Liverpool.

☞ The bark Ardennes reports the following vessels at Cienfuegos on the 17th inst: Bark Fahmouth, Capt Whiting, of and for Philadelphia, to sail on the 14th inst; brig Thomas B Stewart, Capt Owen, of and for Baltimore, waiting cargo; brig Alida, Capt Fales, loading for N York; brig Marine, Capt Deakey, to sail for New York 15th.

[By Telegraph.]

☞ The ship Zenobia, Capt Barker, went to sea on the morning of the 24th inst—all well.

EXPORTS.

NEW YORK—Per ship Hadras: 385 bales cotton, 148 do hemp, 2313 pigs lead, 1304 sks corn, 500 do wheat, 40 bbls lard, 15 do tobacco, 15 bbls pork, 18 do rosin oil, 35 cks 8 bbls hams, 60 bales cases 20 bbls starch, 5 bbls molasses, 3 bbls sugar, 9 bdls sole-leather, 72 pairs shoes.

NEW YORK—Per ship Maid of Orleans: 168 bales cotton, 500 bbls pork, 407 do flour, 234 kegs lard, 25 bales sugar-cane, 2232 sks corn, 24 bbls horse, 1099 pigs lead, 15 bales hemp, 50 do wool, 15 half pipes brandy, 198 pipes staves.

LIVERPOOL—Per ship Elvira Owen: 3856 bales cotton.

POINT A PITRE—Per brig W Clark: 191 bbls tobacco.

St Jago de Cuba—Per brig Adelaide Gray: 299 bbls flour, 40 kegs lard, 20 bbls 16 boxes pork, 10 tcs hams, 50 bbls potatoes, 50 do onions, 10 bales cut nails, 65 pkgs mdse.

TAMPA BAY—Per schr George Lincoln: 129 bbls flour, 40 do pork, 20 sks beans, 20 empty kegs, 10 pkgs mdse.

TAMPA BAY—Per schr Modena: 80 bbls flour, 3 kkds sugar, 900 sks corn, 200 bbls mdse.

PENSACOLA—Per schr Visitor: 140 bbls flour, 20 do whisky, 15 do pork, 4 sks beans, 80 sks corn, 10 do coffee.

PENSACOLA—Per schr Eagle: Ballast.

IMPORTS.

BOSTON—Per ship Mascoma: 920 bales to Stafford Ace—assortment mdse to Rohde Ace—3 W Arther Ace—Marsh, Radcliff Ace—Townsend, Hamblin Ace—Van Dyke, Ward Ace—Ward Ace—Smith & Jones—P Taylor Ace—J M Gould—E Matthews Ace—and order.

BOSTON—Per ship Cairo: 590 tons ice J L Warner Ace.

PHILADELPHIA—Per ship John A Albert: Assorted mdse.

NEW YORK—Per ship Niagara: Assorted mdse.

BOSTON—Per ship St Peter: Assorted mdse.

BOSTON—Per ship Timoleon: 816 tons ice to Stafford Ace.

NEW YORK—Per ship Pacific: Assorted mdse.

BOSTON—Per bark N H Buchanan: Paving blocks to order.

BOSTON—Per bark Kepler: Assorted mdse.

CIENFUEGOS—Per bark Ardennes: 884 puncheons 20 tons molasses to Puig, Mir Ace.

ST JAGO DE CUBA—Per brig Harbinger: 1130 bags coffee, 996 bags sugar P A Gorsel—full to order.

PHILADELPHIA—Per schr Chas H Rogers: Assorted mdse.

RECEIPTS OF PRODUCE.

CINCINNATI—Per steamer J P Tweed: 72 bbls lard oil, 40 boxes cheese Seccock & Vonnoh; 40 do do Grieff & co; 1 do do Hall; 341 kegs butter, 40 sacks and 10 dri breams G L Dolson—28 bbls eggs, 8 kegs butter Schneider—194 do do 10 kegs lard, 20 bbls bacon, 60 bbls whisky, 65 do eggs Giraldez & co—35 bbls lard, 400 kegs candles, 131 do cheese Kidder & co—40 bbls lard, 3 McGregor Ace—200 boxes candles, 181 kegs butter W H Stevens—1 bbl lard, 1 do tallow, 1 do butter, 60 kegs lard, 6 bbls tobacco Beatty, Liggett Ace—69 do Shields & Hodson—24 do Love, Savage Ace—20 do Murphy & Crafts—8 do Shropshire & Son—73 bbls whisky, 57 do hams, 1 do oil and lard Jas Connoly & co—46 kgs cheese D Morgan Ace—146 do, 16 bbls apples, 18 kegs butter J J Adams—154 bbls whisky Burgess, Brown & Graham—4 do D Sprague—8 kgs mdse A Kendall & co—1 bbl butter, 4 do do beef, 11 kgs tongues K S Kay—40 do lard Wright, Williams Ace—31 boxes mdse Stovil & Menefee—1 kg butter J Malinda Ace—200 bbls flour J P Tweed—3000 feet lumber, 50 pkgs mdse Drake & McCullough—301 do, 4 sections on board.

CINCINNATI—Per steamer Yorktown: 108 bbls tobacco Love, Savage Ace—75 do Murphy & Crafts—16 do Shropshire & Son—87 do, 25 bbls hams Shields & Hodson—4 pkgs hooks Wright, Williams Ace—1 do A Hill—1 mill I W Arther Ace—300 boxes pipes Stubbs Ace—10 pkgs eggs Reynolds, Williams Ace—5 bales mdse Warnecke & Kirchhoff—2 bbls tongues C S Burkall—6 do beef 15 W Millinkin Ace—14 do whisky Burgess, Adams & Graham—2 do 20 bbls do Hall—1 do 10 bbls do J McGregor Ace—146 bbls 24 ½ ½ ¼ ⅛ cases do P C Fogarty—193 bbls do J Lamb Ace—41 bbls brandy, 20 bbls whisky Gallagher Ace—42 pcs mahogany Priestley & Bain—10 box grates, 25 grate-bars Hoathaw Ace—119 sks corn J Hair—81 pkgs butter J Adams—48 kegs do J H Simpson Ace—31 kegs do, 30 bbls whisky Hall & Baldwin—2 do mdse Jones Ace—10 do furniture F H Brinton—75 bbls eggs, 200 kegs lard, 98 pkgs butter G Gimlain Ace—142 do, 68 pkgs lard, 68 bbls beef W S Wright Ace—2 pkgs McDowell, Jr Ace—6 kegs butter J Adams—1 bbl do Hall—5 do Schneider—31 do J Banks—sundries to order—Total, 296 bbls tobacco.

ST LOUIS—Per steamer Pawnee: 8 bbls tobacco F Fischer—32 do Brander, Williams Ace—5 do G Gimlain—1 do Hall—2 do Hall—2 do Turner, Wilson Ace—20 casks bacon Martin, Green Ace—36 do, 425 bbls lard, pork and ham Kennett, Dix Ace—149 bbls do 37 do Scott, Lyman Ace—146 bbls flour, 30 kegs butter, 500 sks oats Kennedy & Foster—266 do bran H Duff—175 dos brooms, 30 bbls hard oil Shaw & Shakspeare—20 bbls lard, 24 bbls hard oil Hall & Baldwin—2 do hard oil Ace—20 bbls flour J Cassidy Ace—89 do beef, 68 bbls beans J O Woodruff Ace—1013 pigs lead Foulkie Ace—56 bales hay, 25 sks corn, 102 do oats, 84 do bran Stark, Day & Shaefer—110 do pipe Hall & Hoskins—23 do, 3 casks tacks G M Pickford Ace—28 bbls tallow, 1 bales hair Miller, Hayward—25 kegs butter Jas Connoly & co—10 do do L Polsom—4 do 3 do Wolf—5 do R Yeatman Ace—4 do Turner, Wilson Ace—2 do Lowell—Pryors Ace—50 do Henderson—2 do Hall—1 do Hall—1 do Lowell—Hyde Ace—50 do W G Foster—18 tcs tobacco Latham & Henderson—10 sks corn, 1 box hard 1 Reese Ace—30 pcs and 5 dis iron to F P Gorsel—4 bales sugar-cane Jas Connoly & co—1 do Wolf—1 do Wright—7 bales sugar-cane Sidney, Gibson Ace—4 boxes 5 bbls lard, 5 do—13 rolls leather to J B Crosby & Son—sundries to order—Total, 991 bales cotton, 275 bbls whisky.

NASHVILLE—Per steamer Gem: 85 bales cotton, 1 bbl tobacco W A Johnson Ace—20 do Hedinger & Alloway—36