## RAILROAD TRAVELING.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

On and after January 1, 1859, Passenger Trains will leave New Orleans twice daily, at 7.30 A. M. and 6.40 P. M., arriving at Canton at 6.30 P. M. and 6.30 A. M.

Returning, will leave Canton at 7.35 A. M., and 6.52 P. M., arriving at New Orleans at 6.30 P. M. and 5.50 A. M.

Freight Trains depart daily at 7.30 A. M., and arrive daily at 4.10 P. M.

Freight must be at the Depot by 3 o'clock P. M. on the day previous to the departure of the train, otherwise it will lay over until next trip.

| Fare from New Orleans to | 1st Class. | 2d Class. |
|---|---|---|
| Kenner | $0 50 | $0 30 |
| Frenier | 1 00 | 70 |
| Manchac | 1 50 | 1 10 |
| Pontchatoula | 2 00 | 1 40 |
| Tickfaw | 2 40 | 1 75 |
| Amite | 2 80 | 2 05 |
| Tangipahoa | 3 20 | 2 35 |
| Osyka | 3 50 | 2 65 |
| Magnolia | 4 00 | 2 95 |
| Summit | 4 40 | 3 25 |
| Bogue Chitto | 4 80 | 3 55 |
| Brookhaven | 5 20 | 3 85 |
| Bahala | 5 60 | 4 15 |
| Hazelhurst | 6 00 | 4 45 |
| Crystal Springs | 6 40 | 4 75 |
| Terry | 6 65 | 5 00 |
| Byram | 6 95 | 5 25 |
| Jackson | 7 25 | 5 50 |
| Tucalco | 7 60 | 5 70 |
| Calhoun | 7 95 | 5 95 |
| Canton | 8 25 | 6 20 |
| Vicksburg | 8 00 | 6 00 |

Children three years old and under, free; those over three and up to twelve years old, half-price; all over twelve years old, full fare.

Family tickets in packages of twenty-five can be had at the office of the Master of Transportation. Merchants whose families reside on the line of the road, can procure tickets in packages of twenty-five for their personal use at a reduced rate.

The Company are now prepared to forward Goods and Packages of all kinds to every place with which they have connections, receiving from or delivering at the cars of connections.

T. S. WILLIAMS,
Master of Transportation.

j24 tf

1858.....1859.

NEW ORLEANS, JACKSON & GREAT NORTHERN RAILROAD

Express

(Office in the Railroad Building, Camp street, opposite Lafayette Square,) will deliver in any part of the city, such Baggage, Packages, Specie, Bank Notes, Jewelry, etc., received by the Railroad, or otherwise, as may be entrusted to their charge; or forward the same, with care and dispatch, to any point on the Great Northern Railroad, the Southern Railroad, or the Mississippi Central Railroad, receiving them for that purpose either at the Express office, or at the residences or offices of individuals.

On approaching New Orleans, the Baggage Master will go through the Train and receive the Checks and address of all persons wishing their Baggage sent to their hotel or residence.

☞The Company will be responsible for all articles placed in charge of the Baggage Master.

EXPRESS CHARGES, IN ADDITION TO RR. FREIGHT:

| Description of Articles. | Between the Depot and First District. | Second District. | Third District. | Fourth District. |
|---|---|---|---|---|
| | Express Office. | | | |
| Each trunk, valise, or carpet bag, weighing not more than 100 pounds | .20 | .25 | .40 | .60 |
| Packages, other than baggage, weighing not more than 100 pounds | .20 | .25 | .50 | .75 |
| Each additional 50 pounds of baggage, or packages other than baggage | .10 | .10 | .10 | .10 |
| Specie, bank notes, jewelry, and other valuables, weighing not more than 100 pounds | .40 | .50 | 1.00 | 1.00 |
| Each additional 50 pounds | .20 | .20 | .20 | .20 |

d21 tf T. S. WILLIAMS, Master of Transportation.

NEW ROUTE TO TEXAS.

UNITED STATES MAIL LINE.

Twenty-four hours time saved, and the risks and discomforts of a sea voyage greatly diminished, by the

**New Orleans, Opelousas and G. W. Railroad, TO BERWICK'S BAY.**

THENCE BY STEAMSHIPS, THREE TIMES A WEEK.

MONDAY.....To Sabine Pass and Galveston.
WEDNESDAY.....To Galveston and Indianola.
SATURDAY.....To Galveston and Indianola.
CARRYING THE UNITED STATES MAILS.

☞The ferry running to the Railroad leaves the landing, opposite Jackson Square, at ½ o'clock in the morning. Tickets may be obtained, and state-rooms secured at the Railroad office, corner of St. Peter and Levee streets, opposite Jackson Square, daily, and at the Depot before the departure of the Texas trains.

e26 tf BENJ. F. FLANDERS, Recv.

FOR LAKE SORONE and Mexican Gulf—MEXICAN RAILROAD. Depot, corner of Goodchildren and Change Elysian.

WINTER ARRANGEMENT.

To Proctorville, Lake Borgne—distance 28 miles. Fare through, 50 cents; children and slaves, half price.

Departure of Trains—DAILY.

Leave the city for the Lake, at.....10 A. M.
" " Lake " city, at.....4½ P. M.
" " Lake " city, at.....5½ A. M.
" " City " Lake, at.....4 P. M.

Office, 94 Common street. For all business of the Railroad Department, or any other business connected with the estate of the late Alexander Gordon, apply to

W. G. HAKEWELL, Executor,
who is the only person authorised to make engagements or sign publications for the road.

☞Omnibusses leave Canal street every fifteen minutes for the depot.

se22 tf

PONTCHARTRAIN RAILROAD—WINTER ARRANGEMENT.

Commencing Monday, Nov. 1, 1858.

—DEPARTURE OF CARS—

| From City. | From Lake. |
|---|---|
| 5 o'clock A. M., Horse Car. | 6 o'clock A. M., St'm Train |
| 6½ " St'm Train. | 7 " " |
| 7½ " " | 8 " " |
| 9 " " | 9¾ " " |
| 10½ " " | 11¾ " " |
| 12 " M. " | 2 " P. M. " |
| 1 " P. M. " | 2¾ " " |
| 3½ " " | 4¾ " " |
| 5½ " " | 6¾ " " |
| 7¾ " " | 9 " " |
| | Horse Car. |

A Horse Car will leave the city every morning at 5 o'clock, and the Lake every night at 9, or one hour after the arrival of the last steam train.

Extra or special trips, when required, by notifying the conductor.

The trains will stop at the Station House, Gentilly Ridge, when called upon, except on mail trips, but the conductor must have timely notice.

n1 tf

## HARDWARE.

KITTREDGE & FOLSOM (late Ben Kittredge & Co.,) Importers of Guns and Sporting Apparatus in all its branches. Wholesale and retail dealers in American Rifles, Pistols and Fire-arms of every variety, 58 St Charles street, near St Charles Hotel, New Orleans, and 134 Main street, Cincinnati, Ohio.

d21 6m

JED'H WATERMAN. CHAS. M. WATERMAN.

J. WATERMAN & BROTHER,
*IMPORTERS,*
AND WHOLESALE DEALERS IN
Hardware,
CUTLERY, IRON, NAILS,
PLOWS,
CARPENTERS', SMITHS', AND AGRICULTURAL TOOLS,
FISH AND SHRIMP SEINES, TACKLE, NETS, etc., etc.

☞Agents for YOST PLOW AND SCRAPER—(Sign of the Anvil,) No. 14 MAGAZINE STREET, corner of Common street, New Orleans. o1 1y

HALLER & BROTHER,
COPPERSMITHS AND SHEET IRON WORKERS,
205 (late 207) Tchoupitoulas street,

Are prepared to manufacture any article in the above business suitable for Steamboat, Plantation and Residence use, as Copper Pans, Stills, Worms and Pipes, Sheet Iron Breechings, Chimnies, Buckets, Dairy Pans, Tanks, Filters, Gutters and any other articles in that line used in the manufacture of Sugar, at as advantageous rates and in a style of make unsurpassed by any house in the trade.

We are also prepared to fill all orders from city or country as relates to Builders' work, for Copper, Galvanized Iron, Tin and Zinc Valley Gutters and Roofing, Down Pipes, Fancy and plain Heads, etc., etc.

Always on hand an assortment of Cooking, Bar-room and Parlor STOVES.

Iron Pipe Work and Fittings always on hand.

☞All work done with dispatch. d14 1y

J. J. SIMONDS. GEO. D. HITE.

SIMONDS & HITE,
Corner of Customhouse and Levee Streets,
Copper, Tin and Sheet Iron Workers,

Brass Founders and Finishers, and Manufacturers of Steam Trains, Clarifying and Evaporating Pans, Filterers, Sugar Pans Chimneys and Breaching, Steamboat and Plantation Blacksmithing. Also Dealers in Metals.

STOVES AND HOUSE FURNISHING GOODS!

We assert, without fear of contradiction, that we can sell Goods and manufacture work in our line as cheap as any house in the South.

Planters, Merchants and Steamboatmen will find it to their advantage to give us a call before purchasing or contracting elsewhere. n16 1y

LUTHER HOMES, FOUNDRY AND ORNAMENTAL WORKS, Corner of Benton and Euphrosine streets; Office, No. 126 St. Charles street; (Two doors from the St. Charles Theatre,) Manufacturer of the latest and most approved Patterns of Railings, Verandahs, Doors, Shutters, Vaults, Bridges, Straights and Circular Stairs, Store Fronts, Capitals and all kinds of CAST AND WROUGHT IRON WORK for Building purposes.

☞Railings, Castings, Guard Bars, Bell Weights and Vent-Blowers, for sale at the Old Stand, 126 St. Charles street, New Orleans. o26 1y

CHAS. C. GAINES & CO., IMPORTERS AND DEALERS IN FOREIGN AND DOMESTIC HARDWARE, CUTLERY, etc., No. 20 Magazine and 49 Gravier streets, have on hand, and are constantly receiving direct from the Manufacturies:

| | |
|---|---|
| Nails, Castings, Axes; | Carpenter's Tools; |
| Hoes, Shovels and Shovels; | Corn and Coffee Mills; |
| Ox and Log Chains; | Cotton and Manilla Rope; |
| Pitch and Trace Chains; | Mill, Pit and Cross Cut Saws; |
| Anvils, Vices and Bellows; | Counter and Platform Scales; |
| Bucks and Dies, Screw Plates; | Andirons and Fenders; |
| Hammers and Tongs; | Shovels and Tongs; |
| Grind Stones, all Sizes; | Cotton and Wool Cards; |
| Hoes and Hinges; | Iron and Brass Screws; |
| Fly Wires. | Rodgers's Cutlery. |

Together with a large assortment of Fancy Goods, viz: Combs, Brushes, Perfumery, Paper and Black Books, etc., which are offered at the lowest prices for cash or city paper. no25 1y

LUMBER—LUMBER—LUMBER—

400,000 feet 1½ and 1¼ narrow dressed Florida Yellow Pine FLOORING, tongued and dressed.
150,000 feet 1½ and 1¼ wide dressed Florida Yellow Pine FLOORING, tongued and grooved.
200,000 feet ⅞ narrow dressed Florida Yellow Pine CEILING, tongued and grooved.
100,000 feet ⅞ wide dressed Florida Yellow Pine CEILING, tongued and grooved.
200,000 feet 1¼ narrow dressed Florida Yellow Pine FLOORING, square edge.
100,000 feet dressed WEATHERBOARDS.
200,000 feet rough Yellow Pine LUMBER, consisting of Inch Boards, Weatherboards, Scantling, Joists, etc.
250,000 feet assorted Cypress Lumber, Laths and Shingles.

—ALSO—

Sashes, Doors, Blinds, Mouldings, etc., etc.

For sale at the lowest market prices, in lots to suit purchasers, by

SIMPSON & DORE,
se30 1y New Basin.

FIVE DOLLARS REWARD, FOR finding a pair of Gold Spectacles, pebble glasses; in a pocket mache case lined with red velvet. The above reward will be given by leaving them at the Sheriff's office.

d30 tf

## FOREIGN PORTS.

LIVERPOOL.

FOR LIVERPOOL—THE A1 NEW AND fast sailing American ship **Frank Boult**, Capt. Chas. Owen, is now loading for the above port, and will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FASTSAILing British ship **Digby**, Captain Green, is now loading and will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE NEW A1 AMERICAN ship **Star of Peace**, Capt. Stevens, is now loading for the above port. For heavy freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board. j26

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Golden Eagle**, Capt. Stone, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board. j25

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Pyramid**, Henderson, master, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board. j 25

FOR LIVERPOOL—THE A1 BRITISH ship **Hushire**, Capt. McLean, is now loading for the above port. For heavy freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board.

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Rectwood**, Rose master, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO. 35 Carondelet street. For passage, apply to the captain on board. j425

FOR LIVERPOOL—The A1 FAST SAILing American ship **Atlantic**, Capt. Dennison, is now loading and will have immediate dispatch. For freight of tobacco or cotton, apply to BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Arctic**, Captain Zerega, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet st. For passage, apply to the captain on board.

FOR LIVERPOOL—THE A1 fast sailing ship **Wm. Stetson**, Capt. Jordan, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. j415

FOR LIVERPOOL—THE SPLENDID A1 American packet ship **West Point**, Capt. W. H. Allen, is now loading for the above port, and will have immediate dispatch. For freight of 500 bales cotton apply to R. JONES & CO., 91 Gravier street. For passage, having unsurpassed accommodations for cabin and steerage passengers, apply to the captain on board, Post 46, Third District. j411

FOR LIVERPOOL—THE A1 AND FAST sailing American ship **Wm. Lurvi, Jr.**, Captain Brown, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet st. For passage, apply to the captain on board, Post 44, Third District.

FOR LIVERPOOL—THE A1 AMERICAN ship **Patterson**, Captain Perkins, is now loading for the above port. For freight, apply to J. P. WHITNEY, 35 Carondelet street. For passage, apply to the captain on board.

FOR LIVERPOOL—THE FAST SAILING and fine Spanish ship **Carmen**, Captain Unibard, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board, Post 47, Third District.

FOR LIVERPOOL—THE A1 AMERICAN ship **H. C. Winthrop**, Captain Scrivile, is now loading and will meet with quick dispatch. For freight of 500 bales cotton, apply to BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 VERY FAST sailing American ship **Potomac**, Captain Wm. Reed, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to BAXTER, LOVELL & CO.

FOR LIVERPOOL—The A1 AMERICAN ship **S. E. Smith**, Capt. Slater, having a large part of her cargo engaged, will have immediate dispatch. For freight of 500 bales cotton apply to S. JONES & CO., 91 Gravier street. For passage apply to the Captain on board, Post 52, Fourth District d29

GLASGOW.

FOR GLASGOW—PASSAGE ONLY—The fast sailing American ship **Mary and Adeline**, Capt. Watts, is now loading for the above port. J. P. WHITNEY & CO., 35 Carondelet street. For passage only, apply to the captain on board. j427

HAVRE.

FOR HAVRE—THE A1 FAST SAILING American ship **Parthenia**, Captain Hinton, is now loading for the above port. For freight of 200 bales cotton, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the Captain on board, Post 46, Third District. j427

FOR HAVRE—THE A1 FAST SAILING regular packet ship **Rattenberg**, Captain Webb, having nearly all her cargo engaged, will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. j418

FOR HAVRE—THE A1 FAST SAILING American ship **Harvest**, Capt. Ward, is now loading and will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. For passage, having superior accommodations, inquire on board at Post 36, Third District. d13

CADIZ.

FOR CADIZ—THE A1 FAST SAILING American ship **Arlington**, Captain Horton, is now loading for the above port, and will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. j418

ANTWERP.

FOR ANTWERP—THE A1 VERY FAST sailing American ship **Brandywine**, Capt. Pike, having most of her cargo engaged and going on board, will meet with quick dispatch. For freight of 4 0 bales cotton, or 160 hogsheads tobacco, apply to BAXTER, LOVELL & CO.

FOR ANTWERP—THE FAST SAILING regular packet ship **Lochinvar**, Captain Rufus Dole, is now loading and will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO. j44

FOR ANTWERP—PASSAGE ONLY—The A1 fast sailing American ship **Annie F. Schmidt**, Capt. McMillan, is now loading for the above port, and having most of her cargo engaged and going on board, will have quick dispatch. J. P. WHITNEY & CO., 35 Carondelet street. For passage only, having fine accommodations, apply to the captain on board, post 46, Third District. d27

FOR ANTWERP—THE A1 AMERICAN ship **Lizzie Burward**, Capt. Lawrence, having most of her cargo engaged, will meet with dispatch. For freight of 400 bales cotton, apply to BAXTER, LOVELL & CO.

FOR ANTWERP—THE FINE FAST sailing American ship **Urbanus**, Capt. Cornelius Storer, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet st. For passage, apply to the captain on board, Post 64, Fourth District. o30

BREMEN.

FOR BREMEN—THE A1 BREMEN SHIP **Johanne Wilhelmine**, Capt. Thiemsen, having most of her cargo engaged, will meet with quick dispatch. For remainder of freight, apply to BAXTER, LOVELL & CO. j425 For passage, having superior accommodations, apply on board, Post —, Fourth District.

FOR BREMEN—THE A1 FINE SHIP **Athena**, Captain Scheibler, having most of her cargo engaged and going on board, will meet with quick dispatch. For remainder of freight, apply to BAXTER, LOVELL & CO. For passage, having superior accommodations, apply on board, Post —, Fourth District. 3/2

FOR BREMEN—THE A1 BREMEN SHIP **Uhland**, Capt. Lahrsen, is now loading and will meet with dispatch. For freight of tobacco, cotton, etc., apply to BAXTER, LOVELL & CO. j48

FOR BREMEN—THE A1 FAST SAILING American ship **South America**, Captain Sarre, is now loading and will have immediate dispatch. For freight, apply to BAXTER, LOVELL & CO.

LEGHORN.

FOR LEGHORN—PASSAGE ONLY—THE new A1 fast sailing American bark **Oruville**, Captain Crocket, is now loading for the above port, and having all her cargo engaged and going on board will have quick dispatch. For passage only, having fine accommodations, apply to the Captain on board, post 34, First District, or to J. P. WHITNEY & CO., 35 Carondelet street. d29

MARSEILLES.

Passage only.

FOR MARSEILLES — THE A1 FAST sailing American ship **Horace Prince**, Captain Mendy, is now loading for the above port, and will have quick dispatch. J. P. WHITNEY & CO., 35 Carondelet street. j45

BORDEAUX.

FOR BORDEAUX—THE A1 AMERICAN clipper bark **Fanny Buck**, Crocket, master, is now loading and will have immediate dispatch. For freight of 100 bales cotton, apply to S. JONES & CO., 91 Gravier street. For passage, having unsurpassed accommodations, apply to captain on board, Post 48, Fourth District. 1024

GOTHENBURG.

FOR GOTHENBURG—PASSAGE Only. The A1 Norwegian ship **Prinds Oscar**, Captain Stephansen, is now loading for the above port, and having most of her cargo engaged and going on board, will have quick dispatch. J. P. WHITNEY & CO., 35 Carondelet st. For passage only, having fine accommodations, apply to the captain on board. d28

ROTTERDAM.

FOR ROTTERDAM—THE A1 DUTCH bark **Hederland**, Captain Butler, is now loading for the above port. For remainder of freight apply to BAXTER, LOVELL & CO. e25

FOR ROTTERDAM—THE A1 AMERICAN ship **Josiah Quincy**, Sprague, master. For freight, apply to BAXTER, LOVELL & CO. d1

R. TRAMONTANA & CO., IMPORTERS
—OF—
FOREIGN FRUIT,

Wholesale and Retail Dealers in DRIED and GREEN FRUIT, consisting of—

Raisins, Figs, Grapes, Citrons, Oranges, Lemons, Dates, Almonds, etc., etc.

They beg to inform the public that they are constantly receiving consignments of Fruit, and are prepared to supply Boarding Hotels, Steamboats and Private Families with Fruit of all kinds, on the most reasonable terms. 4 FRONT STREET, n10 6m between Common and Gravier streets.

M'NAIR'S ACADEMY, AMITE, LA.

The undersigned has opened an Academy for Boys at Amite.

The course of instruction comprises all studies necessary to prepare for admission into any of our colleges, or requisite for business pursuits.

The central position of Amite, on the line of the New Orleans and Jackson Railroad, three hours run from New Orleans; its seclusion from business and company; the purity and healthfulness of its air and water, render it a peculiarly suitable location for such an institution. For circulars, stating terms, etc., address the undersigned. [j8 1m] R. H. M'NAIR

## FOREIGN PORTS.

HAMBURG.

FOR HAMBURG—THE FAST SAILING Hamburg ship **Deutschland**, Captain Meier, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street, or to CHAS. KOCK & CO. For passage, apply to the captain on board. j429

FOR HAMBURG—THE A1 FAST SAILing American ship **India**, Captain Howard, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage apply to the captain on board, Post 51, Fourth District. j411

FOR HAMBURG—PASSAGE ONLY—The fast sailing American ship **Tyrelon**, Captain Green, is now loading for the above port, and having most of her cargo engaged and going on board, will have quick dispatch. For passage only, having fine accommodations, apply to the captain on board, Post 26, Second District. s29 J. P. WHITNEY & CO., 35 Carondelet st.

FOR HAMBURG—THE A1 FAST SAILing American ship **Kataahdin**, Captain Oliver, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board. a4

AMSTERDAM.

FOR AMSTERDAM—THE A1 FAST sailing American ship **Danube**, Captain Gelding, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage, apply to the captain on board, Post 27, Second District. n15

STOCKHOLM.

FOR STOCKHOLM—PASSAGE ONLY—The A1 fast sailing Am. bark **Mary B. Rich**, Captain Rich, is now loading for the above port. For passage only, apply to the Captain on board. j425 J. P. WHITNEY & CO., 35 Carondelet street.

GENOA.

FOR GENOA—THE A1 VERY FAST sailing American clipper ship **Linda**, Capt. McLane, having most of her cargo engaged and going on board will meet with quick dispatch. For balance of freight, apply to BAXTER, LOVELL & CO.

☞Passage, having splendid accommodations, apply on board, Post 21, First District.

FOR GENOA—THE A1 AND VERY FAST sailing American bark **General Cobb**, Captain Blackfin, will meet with dispatch for the above port. For freight of 350 bales cotton, or 160 bbls. tobacco, apply to BAXTER, LOVELL & CO. j46

FOR GENOA—PASSAGE ONLY—THE A1 fast sailing American ship **Ella**, Drummond master, having most of her cargo engaged and going on board, will have immediate dispatch. For balance of freight of sugar and molasses, which will be taken at low rates, apply on board, opposite the Beef Market, Second District, or to J. P. WHITNEY & CO., 35 Carondelet street. j428 J. H. BASS, 119 Common street.

FOR PHILADELPHIA—REGULAR LINE—The fine fast sailing packet ship **Tenmor**, Bixby, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight or passage, apply to GEO. W. HYNSON & CO., 82 Camp street. j422

BOSTON.

FOR BOSTON—REGULAR LINE PACKets—The A1 fast sailing packet ship **Delphine**, Gill, master, is now loading with dispatch. For balance of freight, apply to GEO. W. HYNSON, 82 Camp street.

FOR BOSTON—DISPATCH LINE—THE A1 very fast sailing regular packet ship **Mary Merrill**, Captain Chatfield, is now loading, and being of small capacity—425 tons—will have immediate dispatch. For freight of beef, pork and flour, apply on board, Post 25, First District, or to S. JONES & CO., 91 Gravier st. For passage, apply to the captain on board, Post 19, First District. j424

FOR BOSTON—THE A1 FAST SAILING American ship **Lady Franklin**, Capt. Hallet, is now loading for the above port and will have immediate dispatch. For balance of freight, apply to BAXTER, LOVELL & CO.

FOR BOSTON—DISPATCH LINE—THE very fast sailing ship **Athens**, Trefethen, master, having a large part of her cargo engaged, will have immediate dispatch. For balance of freight of 300 bales cotton, apply to S. JONES & CO., 91 Gravier street.

FOR BOSTON—THE A1 FAST SAILING American ship **Scioto**, Capt. J. B. Minott, is now loading and will have dispatch. For passage only, apply on board, or to BAXTER, LOVELL & CO. j418

FOR BOSTON—REGULAR LINE—THE A1 and fine sailing packet ship **Huntress**, Caldwell, master, is now loading and will have quick dispatch. For balance of freight or passage, apply to GEO. W. HYNSON & CO., 82 Camp st., or to S. L. & E. L. LEVY, Magazine street.

FOR BOSTON—REGULAR LINE OF Packets—The fine A1 packet ship **Harrisburg**, Wilswell, master, (692 tons) having a portion of her cargo engaged, will have quick dispatch. For freight, apply on board, Post 25, First District, or to GEO. W. HYNSON & CO., 82 Camp street.

FOR BOSTON—THE A1 FAST SAILING ship **Levi Woodbury**, Captain Bradford, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street. For passage apply to the captain on board, Post 44, Third District. j411

FOR BOSTON—DISPATCH LINE—REGULAR LOAD Wanted—The A1 very fast sailing clipper bark **Fanny Lincoln**, Parson, master, having a large part of her cargo engaged, will have immediate dispatch. For freight of beef, pork, sugar and molasses, apply to S. JONES & CO., 91 Gravier street. For passage, apply to the captain on board, Post 19, First District. j46

FOR NEW YORK—THE A1 AND FAST sailing packet bark **Willis**, Lord, master—255 tons burthen—is now loading and will have dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., 82 Camp street.

First Vessel—To sail this week.

FOR NEW YORK—THE A1 AND FAST sailing clipper bark **Dorcas Yeaton**, Pierce, master, is now loading, and will sail as above. For balance of freight, apply on board, opposite the Vegetable Market, Second District, or to J. H. BASS, 119 Common street. j426

FOR NEW YORK—THE A1 AND FAST sailing bark **Golden Era**, Thorndike, is now loading and will have quick dispatch. For balance of freight or passage, apply to J. H. BASS, 119 Common street.

FOR NEW YORK—THE FAST SAILING packet bark **F. H. Kimball**, Hyslop, master, having most of her cargo engaged, will have dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., 82 Camp street.

FOR NEW YORK—THE A1 FAST sailing packet bark **Undine**, Merryman master, having nearly all her cargo engaged, will have dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., 82 Camp st. d28

PHILADELPHIA.

FOR PHILADELPHIA—THE A1 NEW and fast sailing bark **John Wylie**, Capt. Parker, is now loading for the above port, and having all her cargo engaged, and being of light draught and small capacity, will have immediate dispatch. For balance of freight of sugar and molasses, which will be taken at low rates, apply on board, opposite the Beef Market, Second District, or to J. H. BASS, 119 Common street. j428

FOR PHILADELPHIA—REGULAR LINE—The fine A1 fast sailing packet ship **Lizzie Wood**, Clements, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, apply on board at Post 2, Second District, or to GEO. W. HYNSON & CO., 82 Camp street. j421

FOR BALTIMORE—REGULAR LINE—The A1 packet bark **Linwood**, Clements, master, is now loading for the above port, and will have dispatch. For balance of freight or passage, apply to GEO. W. HYNSON & CO., 82 Camp street.

CHARLESTON, S. C.

FOR CHARLESTON—THE A1 FAST sailing schooner **Central America**, Eldridge, master, is now loading and will have dispatch. Apply to S. L. & E. L. LEVY & CO., or to GEO. W. HYNSON & CO., 82 Camp street.

NAVAL STORES—40,000 barrels Tar, Pitch, Rosin and Spirits Turpentine, for sale by ALFRED KEARNY, 72 Magazine street. j412 2aw8t

## New Orleans Daily Crescent.

MONDAY MORNING, JANUARY 31, 1859.

## New Orleans Money Market.

CRESCENT OFFICE, No. 70 Camp street, Saturday Evening, Jan. 29, 1859.

Enlarged operations in our great staples, with corresponding movements in Exchange over last week, mark the course of trade and finance for the week now closing. In cotton, in sugar, in molasses, in Western products, in bank shares and in money, briskness and liveliness have been the features. In the great freight market, it has been rather inactive. The amount of tunnage in port is large, and with no apparent probability of any important decrease for some time, yet large quantities of produce have to be forwarded to market.

In the general wholesale and jobbing trade there has been the usual briskness of the season. Country dealers have generally paid up well, and, of course, the planting community, the farmers in general have responded to their obligations punctually. In the fancy and local trade of the city there has been some interruption from the weather for the past three days, and to sum up, the business for the week has been heavy, calling into requisition a large amount of money to move it, as will appear when we announce that there have been sales of 67,000 bales of cotton, 17,000 hogsheads of sugar, 15,000 barrels of molasses, and 200,000 gallons on plantation. Of tobacco, 900 hogsheads, and of flour, bacon and provisions there has been a good demand. In articles of foreign importations the chief transactions have been 24,000 bags of coffee, some cargoes of salt. All this great trade has been, with some trifling exceptions, for cash on the spot. Is there a market in the known commercial world where the cash system is so strictly followed? It follows then that our market for sales and return is the best extant. Planters do not receive from New Orleans an account of sales with sixty days and four months credit as appendages. We note sales in New York and Boston last week of New Orleans or Louisiana sugar on three and four months credit, in parcels of 100 to 200 hogsheads, and cotton the same credit. What would Louisiana or Mississippi planters say if their sugar and cotton were sold on these terms? They would compliment their factors by reprobation, and intimating they might withdraw from business.

If Poydras and Tchoupitoulas merchants were to keep a running account longer than thirty days, they might also close up; in fact, dealers from the West coming here, and selling on landing, generally present a bill in one hand and open the other for the money; and where shipments at the principal ports in the West are made, they are generally drawn for before the steamer leaves the landing at from one day sight to thirty and sixty days sight or date, and here is where New Orleans will always maintain the ascendancy and control of the great Western trade. The facilities for transportation always being greater and more available than to the Eastern ports, not omitting the important item of less charges, and the advantages of double markets.

We have, however, to notice a very important freak of trade. During the past three months it is computed there have been shipped from Northern ports, say New York and Boston, four hundred thousand bushels of oats for New Orleans and Mobile, and we now learn there are fifteen thousand bushels of corn *en route* for this market. Perhaps this is some corn shipped months ago, or some time last year, and perhaps it isn't. But does it not appear very singular that the planters of Louisiana, Mississippi and Alabama should be buying Northern corn and oats? If it is cheaper for Louisiana planters to pay one dollar per bushel for corn, twenty dollars or more per barrel for pork, than it is to raise it, we mistake the meaning of sound political economy and Southern independence.

There has been an active demand for money during the week—that is, of course, one of the attendants of a mighty business, such as is in progress now in our city. The supply continues free. But we have assuredly arrived at the highest line of deposits for this season. The active line of discounts now with the banks has never exceeded the present figures at this season of the year only once, viz., January, 1857. Though the deposits are larger than at any former period, they are not safe to rely on for discounts. The fickleness of depositors are proverbial, and whether the time has arrived, in our opinion, for the mandators of our banks to be circumspect in the various offerings which come before them, we cannot say.

The following figures exhibit the position of our banks on the last Saturday of January for the years denoted:

| | 1854. | 1855. | 1856. |
|---|---|---|---|
| Specie | 5,971,601 | 6,706,725 | 7,725,261 |
| Deposits | 11,319,093 | 15,041,091 | 13,652,767 |
| Short Loans | 13,634,310 | 17,715,555 | 18,110,710 |
| | 1857. | 1858. | 1859. |
| Specie | 11,967,752 | 16,844,746 | 16,101,158 |
| Deposits | 24,381,016 | 19,618,696 | 22,554,869 |
| Short Loans | 22,005,544 | 18,674,217 | 21,837,191 |

The specie reserves are of course a basis for operations, but it is evident the seeds of speculation are sown. It is observed in the high prices paid or agreed to in recent sales of plantations, in the value of good located unimproved lands, in the extraordinary prices daily given for negroes.

It will be seen from our weekly statement of the banks that the gross discounts with the banks now is approaching twenty-seven millions of dollars—that they have been steadily and gradually increasing every week since the commencement of the present commercial year, being on the last Monday of September, $22,064,965. This is a sound and healthy increase, because it has a large augmentation of business to sustain, but the plentifulness of capital is now leading to investments founded merely because money is cheap and easy of access. We can only say again to our Bank Managers, depositors are a very unsafe reliance.

There was very little done outside of bank to-day, nor were the calls on the banks large, in the aggregate they were slightly beyond the income. Some few transactions in paper were closed at the rates which have prevailed during the week.

The weekly statement of the banks for this week shows the following changes:

| | |
|---|---|
| An increase in specie of | $178,507 |
| An increase in circulation of | 281,035 |
| An increase in deposits proper of | 6,859 |
| An increase in short loans of | 412,624 |
| An increase in exchange of | 30,138 |
| A decrease in distant balances of | 125,351 |
| A decrease in deposits general of | 169,812 |
| The actual variation in loan and short loans for the week is an increase of | 365,863 |

In stocks there were some sales at auction, some few shares of Bank stock were disposed of, and Southern Steamship Company stock was run up to 98. At private sale, there were 100 shares of Mechanics' and Traders' Bank, new stock, sold at 101½. This is the first sale of the stock of this Bank for several weeks. It is held generally for permanent investment. The stockholders will notice that the new subscription is due and required to be paid on Monday next, the 31st inst.

The Directors of the Louisiana State Bank came up plump up to-day in declaring a dividend of seven ⅌ct. for the last six months, which makes thirteen ⅌ct. for the last twelve months, and the seventieth dividend of the bank. The capital of the bank is $2,000,000, and it has paid stockholders since its organization nearly two millions and six hundred thousand dollars. The dividend now declared is payable on and after the 9th proximo.

The exchange market was neither brisk nor torpid to-day. A fair demand for checks on New York prevailed, which were readily furnished by the banks at ⅜ discount. Outside the rates ranged from ¾ @ ⅞ discount, double A1 drawers not selling largely, from their inability to purchase sterling at satisfactory rates. Sixty days sight ruled at from 1¼ @ 1½ and 2 ⅌ct. discount. Sterling clear bills at from 107½ @ 108 and 108½. Bills with documents from 107½ @ 107¾, and some with a close margin at 107. Francs, very little done to-day, not because Emperor Napoleon squinted at the Austrian Minister on New Years day, but because there was no demand—very light shipments of produce going forward now for France, and the season for remitters for the usual supply of French millinery and fashionable gew-gaws has not yet arrived. We quote from 5.27½ @ 5.21½ on Paris direct.

There was a large concourse of people at the Arcade, in attendance on the usual weekly sales, or would-be sales. There were sales of negroes at first rate speculative prices.

There was a good deal of estate offered without meeting buyers. The old Merchants' Exchange (the Post-Office building now) was put up and run to $65,000, and withdrawn. It was reported the Post-Office will be shortly removed to the contemplated location in the new Custom-House building. Other property was also offered, with only two or three parcels being taken.

*Statement of the Banks of this City for the week ending Saturday, Jan. 29, 1859.*

| BANKS. | Circulation. | Deposits Due D.B. | Due B.B. |
|---|---|---|---|
| Bank of Louisiana | 827,769 | 4,544,958 | 668,512 |
| Louisiana State Bank | 2,942,320 | 4,660,813 | 221,597 |
| Canal Bank | 1,262,170 | 1,159,978 | 186,016 |
| Citizens' Bank | 3,849,495 | 5,572,099 | 305,709 |
| Mechanics'and Traders' Bank | 400,565 | 906,999 | 49,416 |
| Union Bank | 695,810 | 793,122 | 179,628 |
| Southern Bank | 274,015 | 753,778 | |
| Bank of New Orleans | 599,545 | 1,055,978 | 76,866 |
| Merchants' Bank | 570