RAILROAD TRAVELING.

GREAT SOUTHERN MAIL ROUTE.

TICKETS THROUGH BY THESE ROUTES!
FROM NEW ORLEANS TO NEW YORK!
as follows:

By the GREAT SOUTHERN MAIL ROUTE, daily. Leaving New Orleans by splendid Mobile Mail Line steamers for Mobile; thence daily for Montgomery by Cox, Brainerd & Co.'s line of first class River Steamers. From Montgomery to New York by Railroad TWO DAILY TRAINS all the route via Columbus and Macon, or via Atlanta to Augusta; thence by Kingsville, Wilmington, Weldon, Petersburg, Richmond, Washington, Baltimore, Philadelphia and New York, or by the Bay route of splendid steamers from Portsmouth to Baltimore.

TIME THROUGH, SIX DAYS.

All the route by first class steamers and railroad, or by

The Cheapest Routes,
Through by
CHARLESTON OR SAVANNAH STEAMSHIPS TO NEW YORK,

Leaving Daily by the above lines of Boats to Montgomery, thence to Charleston via Savannah by Railroad, From Charleston or Savannah to New York by splendid Steamships, of large size, all built expressly for the trade, with superior staterooms accommodations for passengers. Leave Charleston and Savannah

EVERY WEDNESDAY AND SATURDAY.

Passengers leaving New Orleans on SUNDAYS or MONDAYS would arrive at Charleston or Savannah for SATURDAY Steamships.

Leaving New Orleans on THURSDAYS or FRIDAYS would arrive at Charleston or Savannah for the WEDNESDAYS' steamers.

Rates through by either the Charleston or Savannah routes, (board on boats and ships included) only $29 75.

For Tickets through by either Route, and further information, apply to

R. GEDDES, Agent, 90 Gravier street.

New Orleans, March 26, 1859. m26

REDDING & CO.'S SOUTHERN EXPRESS.

OFFICE—UNDER ST. CHARLES HOTEL, N. ORLEANS.
For the Reception and Delivery of Goods for all Points
On the Opelousas Railroad.

This Company is organized for the purpose of doing a GENERAL EXPRESS AND FORWARDING BUSINESS, such as forwarding Specie, Bank Notes, Jewelry, Merchandise, Baggage and Packages to all parts of the United States and Havana.

We are also prepared to do a General City Express and Baggage Business, in connection with the New Orleans, Opelousas and Great Western Railroad.

Will call for and deliver, with dispatch and at reasonable rates, Baggage Freight or Packages to and from all parts of the city of New Orleans.

Merchants, planters and citizens can rely upon this Company to forward the most minute article to any destination, and we most respectfully solicit a share of public patronage.

W. H. REDDING,
TH. THAYER,
Proprietors.

☞ Authorised Agents of Bombalier & Co.'s Island of Cuba Express. 47 tf

BOMBALIER & CO.'S ISLAND OF CUBA EXPRESS, receive and forward all kinds of packages and freight to Havana, Matanzas, Cardenas, Villa Clara, Sagua la Grande, Remedios, Nuevitas, Puerto Principe, Santiago de Cuba, Trinidad, Cienfuegos, etc., in connection with the Express of Wells, Fargo & Co., Carrington & Co., United States Express Company, American and European Express and Exchange Company, for the United States, California and Europe. Agents in New Orleans, REDDING & CO.,
feb 17 St. Charles st., under St. Charles Hotel.

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 6.30 P. M., arriving at Canton at 5.30 P. M. and 4.30 A. M.

Returning, will leave Canton at 7.30 A. M., and 6.52 P. M., arriving at New Orleans at 5.30 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 5 o'clock P. M. on the day previous to the departure of the train, otherwise it will lay over until next trip.

	1st Class.	2d Class
Fare from New Orleans to Kenner	$0 40	$0 30
" " Frenier	1 00	70
" " Manchac	1 50	1 10
" " Ponchatoula	2 00	1 40
" " Tickfaw	2 40	1 75
" " Amite	2 80	2 05
" " Tangipahoa	3 20	2 35
" " Clayes	3 60	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 35	5 50
" "Turnbloo	7 90	5 70
" " Calhoun	7 95	5 95
" " Canton	8 25	6 00
" " Kirkwing	8 30	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 on every place with which they have connection, receiving from or delivering at the door of persons.

T. S. WILLIAMS,
Master of Transportation.

jn24 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:

	Between the Depot and			
	Express Office.	First District.	Second District.	Third District. Fourth District.
Description of Articles.				
Each trunk, valise, or carpet bag weighing not more than 200 pounds	.20	.25	.40	.50 .40
Packages, other than baggage, weighing not more than 100 pounds	.20	.25	.50	.75 .50
Each additional 50 pounds of baggage, or packages other than baggage	.10	.15	.10	.10 .10
Specie, bank notes, jewelry, and other valuables, weighing not more than 10 pounds	.40	.50	1.00	1.50 1.00
Each additional 50 pounds	.20	.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.....ORIZABA
To Galveston and Indianola.
SATURDAY.....MAGNOLIA.
To Galveston and Indianola.

CARRYING THE UNITED STATES MAILS

☞ The ferry running to the Railroad Depot on the landing, foot of Toulouse street, is safe opposite Jackson Square, at 7½ o'clock in the morning. Tickets may be obtained and stateroms 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.

☞ Freights for Texas by this Line received every day. Steamers close to, at the wharves for loading. Insurance by this Line is less than by the River Line.

feb 17 REND. F. FLANDERS, Sec'y.

FOR LAKE PORGNE and Mexican Gulf—MEXICAN CENTRAL RAILWAY.—Depot, corner of Gondchitoes and Champ Elysean.

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.
" " " " " at.....7 P. M.

Office, 90 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. BAKEWELL, Executor,

who is the only person authorized to make engagements or sign obligations for the road.

☞ Omnibusses leave Canal street every fifteen minutes for the Depot. m22 tf

PONTCHARTRAIN RAILROAD.—WINTER ARRANGEMENT.
Commencing Monday, Nov. 1, 1858.

—DEPARTURE OF CARS.—

From City.		From Lake.
8 o'clock A. M., Horse Car.		8 o'clock A. M., Steam Train.
7½ " " Steam Train.		8 " " "
8 " " "		9 " " "
9 " " "		10½ " " "
10½ " " "		12 M. " "
12 " M. " "		1 " P. M. "
2 " P. M. " "		2 " " "
2½ " " " "		3½ " " "
3½ " " " "		5½ " " "
7½ " " " "		7½ " " 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 train will stop at the Station House, Gentilly Ridge, when called upon, except on mail trips, but the conductor must have timely notice. m1 tf

HOTELS AND RESTAURANTS.

MERCHANTS' HOTEL, CORNER OF ST Charles and Canal streets, New Orleans, Louisiana.

Having leased the above establishment, I am determined by strict attention to business to make it a first class Hotel. The rooms are large and airy, and the table will be supplied with the best the market affords. A splendid bar is attached to the House, and every convenience and comfort is afforded to its guests.

fe2 tf GEORGE OVERAKER.

SAM'S SALOON, No. 101 ST. CHARLES street.

OYSTERS—The best to be found in the Southern waters.

LIQUORS—The finest qualities to be found anywhere, always to be had at this establishment. SAMS,

d1 6m No. 101 St. Charles street.

VENANDAH HOTEL, CORNER OF LAFAYETTE Square and Camp street.

This favorite establishment (formerly Florence House) is now undergoing a thorough renovation, and will be opened to the public on the 1st October. The location, being opposite Lafayette Square, and in the immediate vicinity of all the fashionable places of amusement, is better adapted to the comfort of Families (having broad verandahs) than any other hotel in the South. This house is to be of the first class, and second to none in all its appointments.

se14 tf W. G. JETER

McDONNELL'S RESTAURANT, No. 147 Common street, between Baronne and Carondelet streets, New Orleans.

This establishment will remain open during the summer, where everything the market affords can be found, and prices moderate. The well ventilated rooms make it more desirable than any other similar place in the city during warm weather.

Furnished rooms for transient Boarders.

Families and Committees Merchants supplied with Wines and Liquors of every description at moderate prices.

my14 tf McDONNELL & McGRAW, Proprietors.

FOREIGN PORTS.

LIVERPOOL.

FOR LIVERPOOL—THE A1 VERY light draught American ship **Chas. Sprague**, Pike master, having a large part of her cargo engaged, and being of small capacity and very light draught will meet with no detention at the bar. For freight of 500 bales cotton, apply to S. JONES & CO.,
For passage apply to the Captain on board, Post 17, First District. m26

FOR LIVERPOOL—THE A1 FAST RAILing American ship **Arno**, Captain Deering, 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. m22

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Commodore**, Capt. Biles, 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 37, Third District.

FOR LIVERPOOL—THE A1 FAST RAILing American ship **Cicero**, Captain Taylor, is now loading for the above port, and will have immediate dispatch. For balance of freight, apply to
m23 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FAST SAILing light draught American ship **Excelsior**, Capt. Nelson, is now ready for cargo, and will have immediate dispatch. For freight of 500 bales cotton, apply to
m25 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 LIGHT draught ship **Sebastian Cabot**, Watts master, having most of her cargo engaged will have dispatch. For freight of 600 bales cotton, apply to
THOS. W. HYNSON & CO.,
Or to R. W. DEAN, Carondelet street. m21

FOR LIVERPOOL—THE A1 AND FAST sailing light draught American ship **Belle of Ocean**, Captain Reed, is now loading and will have immediate dispatch. For freight of 500 bales cotton, apply to
m21 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 LIGHT draught fast sailing American ship **Ellen Stewart**, Capt. Coffin, is now loading and will have dispatch. For balance of freight, apply to
m18 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 light draught fast sailing American ship **Chas. A. Perrill**, Capt. Meldrew, is now loading and will have dispatch. For balance of freight, apply to
m18 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 LIGHT draught fast sailing American ship **Susan Hinks**, Captain Clement, is now loading and will have dispatch. For balance of freight, apply to
m18 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 LIGHT draught American clipper ship **Edward Sherry**, Nye master, having a large part of her cargo engaged, and being of small capacity, 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 34, First District. m17

FOR LIVERPOOL—THE A1 LIGHT draught American ship **Chimborazo**, Gilchrist master, having a large part of her cargo engaged, and being of small capacity, will have immediate dispatch. For freight of 400 bales cotton, apply to
S. JONES & CO., 91 Gravier street.
For passage, apply to the Captain on board, Post 28, First District. m16

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Tempest**, Robson master, having most of her cargo engaged and going on board, will meet with quick dispatch. For balance of freight, apply to
m12 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Wm. Witherle**, Capt. Atwood, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet str. st.
For passage, apply to the captain on board. m11

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Cambria**, Captain Perry, 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. m11

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Leona**, Capt. Norris, 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. m24

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Horizon**, Capt. Reed, is now loading for the above port. For freight, apply to
m3 J. P. WHITNEY & CO., 35 Carondelet street.
For passage, apply to the Captain on board.

FOR LIVERPOOL—THE A1 VERY fast sailing American clipper ship **John Stuart**, Capt. Hoover, is ready to receive cargo, and will have quick dispatch. For freight apply to
m2 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE VERY LIGHT draught American ship **St. Sylvie**, Capt. Fales, having a large part of her cargo engaged will have quick dispatch. For freight of 600 bales cotton, apply to
S. JONES & CO., 91 Gravier street.
For passage, apply to the captain on board, First District. m1

FOR LIVERPOOL—THE A1 FAST SAILing light draught American ship **Elvira Owen**, Captain Alexander, is now loading and will have dispatch. For freight, apply to
fe28 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FAST SAILing light draught American ship **Aquila**, Captain Hilliard, is now loading and will have immediate dispatch. For freight, apply to
fe28 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 VERY FAST sailing American clipper ship **John Stewart**, Captain Hudson, is ready to receive cargo, and will have quick dispatch. For freight, apply to
fe28 BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 AS LLOYDS light draught ship **Kenneth A. Bright**, Carpenter Halcrow, is now loading, and will have immediate dispatch. For freight, apply to
fe19 SHUTE & TOMLINSON,
or to BAXTER, LOVELL & CO.

FOR LIVERPOOL—THE A1 FAST SAILing American ship **Assyria**, Captain Delano, is now loading for the above port. For freight, apply to J. P. WHITNEY & CO.,
For passage, apply to the Captain on board. fe15

FOR LIVERPOOL—THE A1 FAST SAILing American ship **R. Jacobs**, Capt. Henderson, 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. fe12

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. fe27

HAVRE.

FOR HAVRE—THE A1 FAST SAILING American ship **Hortensia**, Capt. Hathaway, 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. m7

FOR HAVRE—THE A1 VERY FAST SAILing packet ship **Heidelberg**, Capt. Hedewald, is now loading and will have immediate dispatch. For balance of freight, apply to
fe28 BAXTER, LOVELL & CO.

FOR HAVRE—THE A1 FAST SAILING American ship, **N. Larrabee**, Capt. Perry, is now loading, and will have quick dispatch. For balance of freight, apply to
BAXTER, LOVELL & CO.
For passage, having excellent cabin and steerage accommodations, apply on board, Pier 45, Third District. fe19

ANTWERP.

FOR ANTWERP—THE A1 FAST SAILing American ship **Masconomo**, Capt. Smith, 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. m1

FOR ANTWERP—THE FAST SAILING A1 American ship **People**, Captain Sewall, is now loading and will have immediate dispatch. For balance of freight, apply to
fe16 BAXTER, LOVELL & CO.

AMSTERDAM.

FOR AMSTERDAM—THE A1 AND FAST sailing American ship **Mountaineer**, Captain Wilson, is now loading and will have immediate dispatch. For balance of freight, apply to
fe16 BAXTER, LOVELL & CO.

BREMEN.

FOR BREMEN—THE A1 VERY FAST sailing light draught American ship **Kate Dyer**, Capt. A. L. Dyer, master, having most of her cargo engaged and going on board, will meet with dispatch. For freight of tobacco or cotton, apply to
m3 BAXTER, LOVELL & CO.

FOR BREMEN—THE A1 FAST sailing American ship **Alfred Storer**, Captain Comeskey, 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. fe16

GOTHENBURG.

FOR GOTHENBURG—THE A1 FAST sailing American brig **Annie Kimball**, Capt. Merrill, 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. m5

FOR GOTHENBURG—THE FINE FAST sailing American ship **Europem**, Captain Smith, 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 fe23

FOR GOTHENBURG—PASSAGE ONLY. The A1 Norwegian ship **Splendid Oscar**, Captain Stephensen, 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. d25

BORDEAUX.

FOR BORDEAUX—THE A1 AMERICAN ship **Wabash**, Captain Parinton, is now loading. For freight, apply to BAXTER, LOVELL & CO.
For passage, having superior accommodations, inquire on board. m24

FOR BORDEAUX—THE A1 FAST sailing American ship **Montauban**, Capt. Wilson, is now loading and will have immediate dispatch. For balance of freight, apply to
BAXTER, LOVELL & CO.
For passage, having splendid accommodations, apply on board, Post 57, First District. m12

FOR BORDEAUX—THE REGULAR Packet ship **Elizabeth Stites**, A. Stanton master, is now loading. For freight or passage, apply to or BAXTER, LOVELL & CO.

FOR BORDEAUX—THE SUPERIOR and very fast sailing American ship **Orphan** will meet with dispatch. For freight, apply to
m8 BAXTER, LOVELL & CO.

MARSEILLES.

FOR MARSEILLES—THE A1 FAST sailing American ship **Armide Show**, Captain Marsden, having most of her cargo engaged will meet with quick dispatch. For remainder of freight, apply to
m25 BAXTER, LOVELL & CO.
Passage only.

FOR MARSEILLES—THE A1 FAST sailing American ship **Dorcas Prince**, Captain Moody, is now loading for the above port, and will have quick dispatch.
fe6 J. P. WHITNEY & CO., 35 Carondelet street.

FOREIGN PORTS.

STOCKHOLM.

FOR STOCKHOLM—THE A1 very light draught American ship **Mont Blanc**, Captain Coffin, having part of her cargo engaged, will meet with dispatch. For freight of tobacco or cotton, apply to
m16 BAXTER, LOVELL & CO.

GENOA.

FOR GENOA—THE A1 FAST SAILING American ship **Edward Hyman**, Capt. Nell, is now loading for the above port, and will have quick dispatch. For freight apply to
J. P. WHITNEY & CO.,
35 Carondelet street.
For passage, apply to the Captain on board. fe11

FOR GENOA—PASSAGE ONLY—THE A1 fast sailing American ship **Chas. Davenport**, Captain Kelly, is now loading for the above port. For passage only, apply to the Captain on board.
fe5 J. P. WHITNEY & CO., 35 Carondelet street.

ST. PETERSBURG.

FOR ST. PETERSBURG—THE A1 fast sailing American ship **Elia A. Clark**, Capt. Kasperkovich, is now loading for the above port. For freight of 500 bales cotton, apply to
J. P. WHITNEY & CO., 35 Carondelet st.
For passage, apply to the captain on board. m4

FOR ST. PETERSBURG—THE A1 fast sailing American ship **Mansfield**, Captain Torney, 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. fe5

ST. NAZAIRE.

FOR ST. NAZAIRE—THE A1 FAST sailing American ship **Orphan**, Capt ——, having the engagement of her cargo engaged, will meet with quick dispatch. For balance of freight, apply to
m26 BAXTER, LOVELL & CO.

TRIESTE.

FOR TRIESTE—THE FIRST CLASS and fast sailing American bark **Mount Vernon**, Capt. Lewis, is now loading at the above port. For freight, apply to J. P. WHITNEY & CO., 35 Carondelet street.
For passage, apply to the captain on board. fe26

ROTTERDAM.

FOR ROTTERDAM—THE SUPERIOR and fast sailing American ship **Charlemagne**, Capt. Brown, having most of her cargo engaged and going on board, will meet with quick dispatch. For remainder of freight or passage, apply to
J. P. WHITNEY & CO., 35 Carondelet st.
fe14 m21 BAXTER, LOVELL & CO.

RIGA.

FOR RIGA—THE A1 FAST SAILING Norwegian ship **Sojon**, Capt. Smith, 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. jal1

DOMESTIC PORTS.

TEXAS.

To sail on THURSDAY, 31st inst. at 8 A. M.
SOUTHERN STEAMSHIP COMPANY—United States Mail Line—For Galveston and Matagorda Bay—The superior copper-fastened and copper-fastened steamship **Texas**, R. Wilson, commander, sails as above, carrying the U. S. mails. For freight or passage, having elegant passenger accommodations, for passengers, apply on board, or to C. E. PAYNE, 87 Camp street.
A steamship of this line will leave every Thursday and Sunday morning, for the above ports. m28

BRAZOS SANTIAGO.

To sail on FRIDAY, 1st April, at 8 A. M.
SOUTHERN STEAMSHIP COMPANY—United States Mail Line—For Brazos Santiago, via Indianola. The superior iron steamship **Arizona**, Robert Smith, commander, will sail as above, carrying the United States mails. For freight or passage, having elegant accommodations, apply on board, or to
C. E. PAYNE, 87 Camp street.
☞ A copy of the new tariff of reduced rates will be furnished to shippers on application m25

VERA CRUZ.

To sail on FRIDAY, April 1, 1859, at 8 A. M.
FOR VERA CRUZ—U. S. MAIL LINE. The superior copper-fastened and copper-fastened steamship **Tennessee**, Thomas Forbes, commander, will leave for Vera Cruz as above, punctually, carrying the U. S. Mails. For freight or passage, having elegant accommodations for cabin and steerage passengers, apply to
C. E. PAYNE, 87 Camp street.
☞ The Tennessee will leave New Orleans regularly on the 1st and 15th for Vera Cruz, leaving the latter port on the 8th and 22d. m24

KEY WEST.

To sail on THURSDAY, 29th inst., at 8 A. M.
FLORIDA—U. S. MAIL LINE—For Key West and Pensacola, Apalachicola, St. Marks, Cedar Keys, Tampa Bay and Manatee—United States Steamship Company—The copper-fastened and copper-fastened superior steamship **Suwanee**, Peter Conger, commander, will leave as above, carrying the U. S. Mails. For freight or passage, having superior stateroom accommodations for passengers, apply to C. E. PAYNE,
87 Camp street.
☞ Freight to Apalachicola, St. Marks and Tampa Bay subject to lighterage at steamer's expense, but at the risk of the consignees.
☞ No freight received without an order. m22

NEW YORK.

FOR NEW YORK—THE A1 FAST SAILing packet ship **Rio Grande**, Match, master, is now loading, and having nearly all her cargo engaged and going on board, will have quick dispatch. For balance of freight, apply to J. H. BASS, 119 Common street.

FOR NEW YORK—THE A1 FAST SAILing schooner **Pedro**, Hatch, master, is now loading, and having nearly all her cargo engaged and going on board, will have quick dispatch. For balance of freight, apply to J. H. BASS, 119 Common street.
m13

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.
fe23

FOR NEW YORK, first vessel.—THE A No. 1 packet bark **F. H. Fanning**, loading at foot 28, Second District, having nearly all her cargo on board, wants the bulk of 200 barrels to complete her cargo. Apply to GEO. W. HYNSON & CO.,
fe1 82 Camp street.

PHILADELPHIA.

FOR PHILADELPHIA—REGULAR Line Packets—The A1 fast sailing packet bark **Star**, Smith master, having most of her cargo engaged, will have dispatch. For balance of freight, apply to
m25 GEO. W. HYNSON & CO., 82 Camp street.

FOR PHILADELPHIA—REGULAR Line of Packets—The A1 fine packet schooner **B. Watson**, Carlisle, master, having a large portion of her cargo engaged, will have dispatch. For balance of freight or passage, apply to
GEO. W. HYNSON & CO.,
m19 82 Camp street.

BOSTON.

FOR BOSTON—DISPATCH LINE—THE A1 fast sailing packet ship **Webster**, Newman master, having a portion of her cargo engaged and being of small capacity and very light draught, will meet no detention at the Bar. For freight of flour and cotton only, apply to
S. JONES & CO., 91 Gravier street.
For passage, having superior accommodations, apply as above or on board, post 2, Second District. m21

FOR BOSTON—DISPATCH LINE—THE splendid A1 packet ship **Thomas Jefferson**, Weslie Hill master, having a large part of her cargo engaged, and being of very light draught, will have no detention on the Bar. For freight or passage, apply to
S. JONES & CO., 91 Gravier street.
For passage, apply to the Captain on board, Post 41, First District. m18

FOR BOSTON—DISPATCH LINE—THE A1 very fast sailing clipper ship **Sea Ranger**, Chipman, master, having a large part of her cargo engaged, and being of small capacity, will have immediate dispatch. For freight of flour only, apply to
S. JONES & CO., 91 Gravier street.
For passage, apply to the Captain on board, Post 13, First District. m15

FOR BOSTON—DISPATCH LINE—THE very fast sailing, light draught packet ship **John Bunnell Albert**, Gorham, master, having nearly all her cargo engaged, will have immediate dispatch. For freight of 400 bales cotton, apply to
S. JONES & CO., 91 Gravier street.
For passage, apply to the captain on board, Post 15, First District. m11

BALTIMORE.

FOR BALTIMORE—REGULAR LINE—The A1 fast sailing schooner **James S. Iglehart**, Nash master, having nearly all her cargo engaged, will have dispatch. For freight or passage, having superior stateroom accommodations for passengers, apply to GEO. W. HYNSON & CO.,
m22 81 Camp street.

FOR BALTIMORE—REGULAR LINE—The fine, fast sailing schooner **H. W. Fry**, Captain Marshall, having most of her cargo engaged, will have quick dispatch. For balance of freight, apply on board at Lower Picayune Pier, or to G. W. HYNSON & CO.,
fe15 82 Camp street.

FOR BALTIMORE—REGULAR LINE Packets—The fine clipper schooner **W. L. Monroe**, Carman, master, having all of her cargo engaged, will have dispatch. For balance of freight, apply to
GEO. W. HYNSON & CO.,
fe5 82 Camp street.

FOR GONORRHEA, GLEET, WEAKNESS, PAINS in the Back, and all Urinary Affections
THE GREAT ENGLISH REMEDY, SPECIFIC SOLUTION.—This world-renowned preparation cures all affections of the generative organs, whether recent or chronic. Prepared in England, of France, and of America, upon wedge-like efficacy. Thousands of sufferers have been relieved by it. Purely vegetable in composition, it is as harmless as it is efficacious. The system becomes invigorated, and the debilitated body and depressed mind are restored to energy.

B. ADAMS,
Sole agent for the United States.
Apothecaries, 35 Camp street, New Orleans.

W. S. CHANDLER,
DENTIST,
☞ OFFICE and RESIDENCE,
176 Carondelet street,
corner of Lafayette
429 1y&w

VERDIGRIS—140 cases landing and for sale by ALFRED KEARNY,
m17 2aw3w 72 Magazine street

ITALIAN CHESTNUTS—30 barrels fresh Italian Chestnuts, for sale by A. F. COCHRAN & HALL,
feb9 13 New Levee and 11 Fulton sts.

CHALK—100 casks and 200 barrels, for sale by ALFRED KEARNY,
m17 2aw3w 72 Magazine street.

GOLD LEAF—120 packs just received and for sale by ALFRED KEARNY,
m17 2aw3w 72 Magazine street.

CEMENT, PLASTER, HAIR, etc.—4000 barrels, for sale by ALFRED KEARNY,
m17 2aw3w 72 Magazine street.

COPPERAS—20 barrels, for sale by ALFRED KEARNY,
m17 2aw3w 72 Magazine street.

DIAMONDS—Glaziers' Diamonds, for cutting glass, for sale by ALFRED KEARNY,
m17 2aw3w 72 Magazine street.

FIRE BRICKS—140,000 English, Pittsburg, and Pensacola, for sale cheap. ALFRED KEARNY,
m17 2aw3w 74 Magazine street.

New Orleans Daily Crescent.
MONDAY MORNING, MARCH 28, 1859.

New Orleans Money Market.

CRESCENT OFFICE, No. 70 Camp street,
Saturday Night, March 26, 1859.

Another week of active operations closes this night. The early part of the week was attended with rain, which somewhat interrupted out-of-door movements. There cannot be any causes for complaints, with some of our cit. ?ct. citizens and operators. They express some disappointment at the continued abundance of money and low rates of usance prevailing. The opinion seems to be entertained that the amount of commercial paper made and issued this season is much less than in previous seasons—there is nothing to confirm this supposition. There have been more buyers than formerly, several noviciates in the way of dealing in paper having appeared for the first time. The competition for good securities has enlarged, and though rates are much lower than usual, they have not receded to those ruling in Northern markets. In confirmation of an excess of paper being issued, we have only to allude to the line of discounts and loans of our banks. There is now more paper under discount with them than there has been at any period during the last twenty years, or since the great crisis that followed the year eighteen hundred and thirty-seven. The discounts total for the past five years on the last Saturday of March compares as follows:

	9 day paper.	Tl. loans and discounts
March, 1855	18,021,072	19,989,710
March, 1856	11,856,324	22,890,062
March, 1857	23,620,664	24,318,510
March, 1858	16,157,998	19,250,839
March, 1859	22,440,414	23,741,940

There has been more long paper taken outside of bank this season than usual, from the fact that the rates of interest have generally ruled less than the bank rate, say 8@9 ?ct.; nevertheless, when the greater part of the business of our city is confined so exclusively to cash, the line of discounts with the banks is large, though in a general point the paper comes under the phrase of business paper, there is much that can be signified as accommodation, for factors' acceptances' of planters' drafts are classed within this sphere.

The transactions in cotton for the week cover sales of 64,000 bales, and large shipments, making the total sales since the first of the month two hundred and fifty-four thousand bales, and the foundation of fifteen million dollars of exchange for the past twenty-five days, the amount of which has been nearly absorbed, as appears by the demand and activity during this week. In our other great staple (sugar) there has been a falling off in receipts, as well as sales, with the market continuing firm and steady. In tobacco, some operators have and will undoubtedly move broad ers long; at present they are in some degree restricted by the obstructions at the mouth of the river. Western produce continues in fair request. Receipts have been free, but the demand for the markets depending on us is slackening.

In dry-goods, groceries, hardware and concomitant branches the business, though receding, is still large, and we are assured our jobbers are as happy and good-humored a body of citizens as has been known for a long time, only excelled by our cotton planters. The fancy and local retail trade is on the decline, yet the retail palaces are daily visited by a good throng of shoppers and visitors. As it is no trouble to exhibit merchandise, dealers continue their invitations for one and all to call.

The money market, as we have from day to day noted, is freely supplied, yet the banks have offerings daily beyond their income, or most of them. The weekly return shows that the line is well maintained. The discounts at all the banks to-day amounted to half a million of dollars. On the street there were some few sales at the current rates—8, 8@9 ?ct. The statement of the banks show some decline in the specie reserve, which is in part owing to the demand for duties at the Custom-House and shipments of dollars to New York. If exchange advances there will be calls for coin for remittance. Western bankers will not profit much by calling for coin, as it will hardly pay freight and insurance at this moment.

The variations in the bank movement for the week are—

A decrease in circulation	$66,068
A decrease in specie	176,188
An increase in deposits proper	275,293
A decrease in short loans	212,724
An increase in demand balances	12,061
An increase in exchanges	47,408
An increase in deposits general of	212,139
The variation in long and short loans for the week was an increase of	$66,779

The exchange market to-day was freely supplied with sterling bills. In domestic funds the offerings were light. A good demand prevailed for sight on New York. The banks put up their rates over the counter to ¼@¼ prem.; at an ¼th there were several transactions. Al bankers also held at and sold at an ¼th. For good to fair sight drafts the rates took a broader range—that is, street exchange, sixty days sight, ruled from 1¼@1¾@1½ and 1¾ dis. Sterling clear bills from 108¾@109¼. Document bills are in better favor, since several vessels loaded with cotton have crossed the bar and proceeded onward. We quote from 108@108¼ up to 108¾. Francs scarce; very little produce going forward to the French empire. The demand in New York for sterling exchange is large, to meet the remittances for the heavy importations from foreign countries into that port. This demand reacts on New Orleans, and if cotton cannot furnish all the exchange required to meet remittances for imports and remittances for interest on the millions of stocks and bonds held in Europe, why the coin must go, and the demand and shipments of coin from New York will have an influence on every mart of importance through the United States. So those who have been inquiring why exchange has advanced will soon know the reason why, provided they are required to remit. We have no space for a long dissertation on this exchange question, bearing in mind that the imports of foreign merchandise, a good share of which is composed of non-essentials, we may say, have been large into the great center New York, and a return to the old beaten track of large