

New Orleans Daily Crescent

SATURDAY MORNING, MAY 21, 1859.

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SALES OF THE WEEK.	
5000 bags	21 1/2c
10000 bags	21 1/2c
15000 bags	21 1/2c
20000 bags	21 1/2c
25000 bags	21 1/2c
30000 bags	21 1/2c
35000 bags	21 1/2c
40000 bags	21 1/2c
45000 bags	21 1/2c
50000 bags	21 1/2c
55000 bags	21 1/2c
60000 bags	21 1/2c
65000 bags	21 1/2c
70000 bags	21 1/2c
75000 bags	21 1/2c
80000 bags	21 1/2c
85000 bags	21 1/2c
90000 bags	21 1/2c
95000 bags	21 1/2c
100000 bags	21 1/2c
105000 bags	21 1/2c
110000 bags	21 1/2c
115000 bags	21 1/2c
120000 bags	21 1/2c
125000 bags	21 1/2c
130000 bags	21 1/2c
135000 bags	21 1/2c
140000 bags	21 1/2c
145000 bags	21 1/2c
150000 bags	21 1/2c
155000 bags	21 1/2c
160000 bags	21 1/2c
165000 bags	21 1/2c
170000 bags	21 1/2c
175000 bags	21 1/2c
180000 bags	21 1/2c
185000 bags	21 1/2c
190000 bags	21 1/2c
195000 bags	21 1/2c
200000 bags	21 1/2c
205000 bags	21 1/2c
210000 bags	21 1/2c
215000 bags	21 1/2c
220000 bags	21 1/2c
225000 bags	21 1/2c
230000 bags	21 1/2c
235000 bags	21 1/2c
240000 bags	21 1/2c
245000 bags	21 1/2c
250000 bags	21 1/2c
255000 bags	21 1/2c
260000 bags	21 1/2c
265000 bags	21 1/2c
270000 bags	21 1/2c
275000 bags	21 1/2c
280000 bags	21 1/2c
285000 bags	21 1/2c
290000 bags	21 1/2c
295000 bags	21 1/2c
300000 bags	21 1/2c
305000 bags	21 1/2c
310000 bags	21 1/2c
315000 bags	21 1/2c
320000 bags	21 1/2c
325000 bags	21 1/2c
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410000 bags	21 1/2c
415000 bags	21 1/2c
420000 bags	21 1/2c
425000 bags	21 1/2c
430000 bags	21 1/2c
435000 bags	21 1/2c
440000 bags	21 1/2c
445000 bags	21 1/2c
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455000 bags	21 1/2c
460000 bags	21 1/2c
465000 bags	21 1/2c
470000 bags	21 1/2c
475000 bags	21 1/2c
480000 bags	21 1/2c
485000 bags	21 1/2c
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525000 bags	21 1/2c
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605000 bags	21 1/2c
610000 bags	21 1/2c
615000 bags	21 1/2c
620000 bags	21 1/2c
625000 bags	21 1/2c
630000 bags	21 1/2c
635000 bags	21 1/2c
640000 bags	21 1/2c
645000 bags	21 1/2c
650000 bags	21 1/2c
655000 bags	21 1/2c
660000 bags	21 1/2c
665000 bags	21 1/2c
670000 bags	21 1/2c
675000 bags	21 1/2c

RAILS.—We have noticed sales of about 35 sacks during the week, in store, including on the day 18, 37,400 sacks at 85c, and 8600 sacks at 90c for Coarse, and 81 05@81 10 for Fine at Warehouse, and 81 05@81 10 for Coarse, and 81 10@81 20 pack for Fine, delivered free of drayage.

GRAIN.—There has been a fair demand at advanced rates, with sales of 1009@1200 bushels for the week at 20¢20 1/2, for Rectified, 30¢23 1/2, for Coarse and 37¢23 1/2, for Dexter's Extra.

WEEK'S RECEIPTS.—1620 bushels—Exports, 504.

CANDLES.—The demand has been moderate. Star, and occasionally we hear of small lots sold at 16¢10c, for Rectified, and 24¢21¢. 2¢ for full weight.

WHEAT.—Some small lots of Eastern have sold at 10¢11 1/2, 65¢ 30 lb.

TALLOW.—The last sale reported was 250 City Rendered at 10¢ 3¢ D.

NAVAL STORES.—The receipts of Spirits Turpentine have been rather light, and we noticed few sales mostly at 50¢ gallon. Rosin has been in request, at 41 40¢81 45 for Common, 41 60@81 70 for Prime, and 42 10¢ 10¢ 1/2 for B.M. for 10 to 11 lb. Virgin Dip. Of Tar a few hundred, an excellent lot sold, including 100 bushels, Wilmington at 83¢, Lake at 81 10, and some quarter bills at \$3 1/2.

OTS.—We quote Lard Oil at 85¢05 1/2, 2¢, with small sales at that range. Cotton Seed at 670c, for Crude, and 75¢00 1/2 for Cotton for Oil.

IRON.—The demand for Old Cast's Oils are sold at 75c for Machinery, 50c for Dock and Paint, and 20c 3¢ gallon for Gas Oil.

HIDES.—Allatapas have been selling on levee at a range of 10¢13 1/2 2¢ D, for Dry Skin and Flint. We quote Mexican Flint at 10¢13 1/2 Heavy and Light.

FURS.—During the greater part of the week there has been dull, and the falling rates small lots of Cotton shipping to Liverpool has been the cause.

The engagements of the week comprise a ship Bordeaux at \$7 50 for tobacco; two for that week with staves at \$21 60 1000; two for that week at 3c for cotton and 34s. 6d. for tobacco for London at 30s, for the same, and one or two for European ports on private terms.

River Intelligence.

CHERRY CREEK, 10, 20 Cents extra
Saturday, May 21, 1859.

The Weather.—Business.—**River Pilot.**—The Up-
River.—**Down-
River.**—**Upper Mississippi.**—The Up-
River.—**Lower Mississippi.**—The Up-
River.—**St. Louis.**—**St. Charles.**—**St. Paul.**—
Still Rising.—**Correspondence.**—**Departures.**
To-day, etc.

The river yesterday was close and sultry. The sun on the levee was inanimate, with freight and scarce. The river was falling slowly. The pastures were few. Both landings were filled boats, presenting large storage room for the quite a large number of boats are up to leave to the arrivals were as follows:

The Bayou packet *John Montgomery*, Capt. B. Russell, with 133 bushels tobacco, and 1000 sacks this evening. We thank Mr. Jno. A. Lowry, clerk, for favors.

The Lafourcade packet *Mingo*, Capt. J. J. Br. with 10 bales cotton, 153 bushels maize, 507 bushels 36 half bills, molasses.

The Vermillion packet *Minnesota*, Capt. Owsen with 245 bushels cotton and 63 bush. molasses.

The Bayou *Bay* packet *300 Tote*, Capt. Vincent, with the U. S. mail and passengers.

The Bayou *Bay* packet *300 Tote*, Capt. Gross, with 15 bush. maize, 30 bush. molasses and sales cotton.

The Red river packet *Leconte*, Capt. Ch. Johnson, with 123 bales cotton and cattle, and 400 sacks next Tuesday.

The *Bay* packet *Hon. Duncan Chilton*, the appointed Governor of Washington Territory, was sponsored on the James Montgomery, which arrived yesterday.

The telegraph announces the Upper Mississippi still rising, and that the great rise in the Mississippi continues.

The Little Rock (Ark.) Commercial of the 14th says:

The river, after rising several feet in the portion of the week, is again falling very fast, about ten feet water in the channel.

The weather during the past few days has been clear and sultry, but with no wind, so that the water is somewhat cloudy.

The following we clip from the *Shreveport Gazette* of the 14th:

"On Monday last there was a heavy rain, which lasted several hours. The decline in water was checked, which will keep through the nation open for a month longer. So long as the Mississippi is in the hands of the Mississippi, the navigation with New Orleans will be uninterrupted."

The Larkin Edwards and Rescue are plying between the mouth of the river and the last. The Gettysburg and Rescue are plying between the water lake north. The postmaster at Kimsbush the 4th inst., reports that Red river had risen several feet in the Kimsbush. The steamboats above raft have not been able to cross the shoals, many wrecks they have picked up in that vicinity and un navigable river.

The Cumberland was falling at Nashville with

tail" which has hitherto hung as an ornament from the chimneys of the Natchez has been transferred to the location on the Lucy Holcombe, one of the new boats of the Natchez line, the first of the new U. S. mail packets between this city and New Orleans. The Lucy Holcombe is a new, stylish, sleek and excellent packet, with a beautiful and well furnished and superior stateroom accommodations, is a fitting representative of the noble Natchez line she takes and whose business she assumes. Old and numerous friends of the latter will find the regular service of the decks of the Holcombe, the old favorites of the traveling public Messrs. Sherman and Ches. Gray, Captain J. B. Dick, the talents and pleasant tones to the office of the Natchez the regular Vicksburg mail packet evening.

Moro for Camden.—At 12 o'clock this morning the regular and very superior passenger packet *Moro*, Capt. W. M. Woodland, commander, and A. J. Gregory, will back out for Camden and Intermediate landings.

Catahoula for Camden.—The very excellent and popular passenger packet *Catahoula*, Capt. D. Walker, commander, leaves at 5 o'clock this morning for Camden and intermediate landings.

Rock City for Camden.—This regular and draught passenger packet, Capt. B. R. Dick, leaves at 5 o'clock this evening for above. The freight and shippers should remember the Rock City evening.

R. W. McKee for Trenton.—The elegant swift-running passenger packet *R. W. McKee*, J. W. Tobin, commander, and Mr. G. P. Clark, leaves at 5 o'clock this evening for Trenton and intermediate landings. The McKee is a popular and safe and never fails to take her full share of freight and passengers. Don't forget her sailing.

E. M. Rickard for Yazoo River.—The regular and light-draught passenger packet *Rickard*, Capt. Ben Guaranty, commander, leaves at 5 o'clock this evening.

Quapaw for Arkansas River.—The excellent swift-running passenger packet *Quapaw*, Captain J. W. Tobin, commander, and Mr. Wm. Moore, leaves at 5 o'clock this evening for above.

James Montgomery for Louisville.—The Light Line packet *James Montgomery*, Capt. J. B. Dick, commander, leaves at above, at 5 o'clock this evening. The *Montgomery* is one of the finest and best boats on the western water, with the best of our accommodations, and a table spread with the most delicate and choice of the season's produce, an elaborate structure, splendidly furnished, and the staterooms are large, convenient and comfortable.

The officers of the packet are gentlemen, of experience and ability, and spare no effort to make the pleasure and enjoyment of their guests. I being with. The *M. J.* is regarded as one of the best boats on the river. Mr. Geo. A. Lowry is the pilot and affable clerk is charge of the office packet for Louisville on the great Missouri this evening.

Grassie Tote for Bayou Sara.—The regular staunch packet *Grassie Tote*, Capt. N. E. T. commander, and Mr. Geo. Wilkinson, clerk, leaves at 8 o'clock to-morrow morning for Bayou Sara and intermediate landings.

W. M. Morrison for St. Louis—Railroad.—This is a large, neat and elegant packet, one of the "stars" of the Natchez line, the first of the regular packet for Cairo and St. Louis to-morrow leaving at 10 o'clock A. M. The *Morrison* is an elaborate and complete place of streamliné whiff. From cut-water to rudder, from hatch to her pilot-house, she is a superb floating palace. Her cabins are large, beautifully adorned, and furnished with taste and elegance. In the ladies' cabin, the staterooms, the saloon, the dining room, the two large family chambers are splendidly furnished, and man and wife may cluster around their "little rock" and "dwelt together, with no molest or make them afraid." The elegant are from the establishment of Messrs. J. D. De & Co. of this city, and are a very rich pattern. *Morrison* is commanded by the very best of our sailing men, Capt. J. N. Bayard, and her pilot, Mr. L. T. Wood, both of the best of our men of the Southern school, and are so well fitted for the discharge of their official duties that they are agreeable traveling companions. The *Morrison* meets at Cairo with the Illinois Central, and Louis with the Ohio and Mississippi Railroads, northern and eastern cities. She leaves point 10 o'clock to-morrow, and passengers should be ready at the office of the agent, Capt. C. G. Wayne, at Camp street and Commercial Place.

The *Morrison* is a beautiful packet, embracing the compliments of most of the men of our war-belle-packets and their officers, we learn, with more pleasure as it comes from an unmodified and is withal so true a daguerotype of the packet.

NEW ORLEANS, May 19th.

Friend Reporter. Having just returned from a trip up the river, during which I had the opportunity to travel on many of the "floating palaces" with which our noble old Mississippi is so well supplied, I can tell you that the men of our war-belle-packets are contemplating "going north" to enjoy the "beated term," to a few of the packets which are the "stars" of the Natchez line, the first of the regular packet for Cairo and St. Louis to-morrow leaving at 10 o'clock A. M. The *Morrison* is an elaborate and complete place of streamliné whiff. From cut-water to rudder, from hatch to her pilot-house, she is a superb floating palace. Her cabins are large, beautifully adorned, and furnished with taste and elegance. In the ladies' cabin, the staterooms, the saloon, the dining room, the two large family chambers are splendidly furnished, and man and wife may cluster around their "little rock" and "dwelt together, with no molest or make them afraid." The elegant are from the establishment of Messrs. J. D. De & Co. of this city, and are a very rich pattern. *Morrison* is commanded by the very best of our sailing men, Capt. J. N. Bayard, and her pilot, Mr. L. T. Wood, both of the best of our men of the Southern school, and are so well fitted for the discharge of their official duties that they are agreeable traveling companions. The *Morrison* meets at Cairo with the Illinois Central, and Louis with the Ohio and Mississippi Railroads, northern and eastern cities. She leaves point 10 o'clock to-morrow, and passengers should be ready at the office of the agent, Capt. C. G. Wayne, at Camp street and Commercial Place.

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HARTFORD INSURANCE COMPANY,
OF Hartford, Conn.
Capital and Surplus,
\$1,000,000.

ROME INSURANCE COMPANY,
of New York.
Capital and Surplus,
\$1,300,000.

Incorporated, as Agents of the above responsible Com-
panies, authorized to issue Policies, and receive odd sums, against
FIRE AND INLAND NAVIGATION, on all reasonable terms,
and their re-lia's Company. All Losses adjusted and paid
very promptly.

J. FAIRBANKS, Agent.
For the present, all orders sent to A. SPROUL &
Co., 24 St. Charles street, will be attended
to until further notice.
JAMES H. BATES, Cashier

Drs. CLARK & FREDRICKS,
Dentists,
No. 124 (former, 121½) CANAL STREET.

FOR SALE—A FINE HORSE WAGON
and Harness. Apply at HILMAN KING'S stable
between twelve and twelve o'clock daily.

AGENCY
FOR THE CELEBRATED
STARKER TROY WORKS
Cutting from \$4 to 75 inches diameter..... 75 to 100 inch
diameter 60 to 85 inches 85 to 95 inch
diameter 40 to 42 inches diameter..... 45 to 50 inch
diameter 30 to 35 inch and also second cut sizes and pat-
terns from three feet to four feet.

E. P. LAVERGNE, Proprietor.
Commission Merchant,
No. 12 Union Street.

—IN—135 barrels No. 2, For sale at
G. L. ROODS & BROS.,
corner Elm and Canal streets 3 p.m.

SUGAR AND SYRUPS—
All kinds and brands, cheap, assorted qualities,
received on consignment, and for export. Liberal cash
discounts.

F. J. VALENTE & CO.,
21 Common street.

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being the week nothing of any consequence
being done.

CONS.—The demand has been active, and prices are steady, and up to yesterday morning we have noticed sales of 28,000 sacks at 90¢@91 1/2 for Corn, 100,000 of 100's at 91¢@91 1/2 for Corn, Yellow and White. Yesterday about 3000 sacks of wheat, including 1300 Mixed and Ordinary Yellow, 55, 66, and 88c, 1400 sacks at 95¢@91 1/2, White at 91 1/2, and 100 at 91 1/2 bushel.

WEEK'S RECEIPTS, 19,572 sacks.—Exports, 1820.

OATS.—About 6000 sacks have been disposed of during the week at a range of 68¢@75¢ bushel.

Good to Prime lots of St. Louis.

WEEK'S RECEIPTS, 4976 sacks.—Exports, 100.

WHEAT.—The market is quiet, with a few sales at 100 bushels for Good to Prime lots.

HAY.—Western demand is selling at \$23.00 @ \$25.00 per ton, and on Thursday a first batch of West was sold at \$23.00.

PORK.—The market was active during the early part of the week, and up to Thursday evening cleared of some 6000 lbs, sold, mostly at \$10.00 @ \$10.50 and \$10 7/8 for Mues, and \$19.00 for M. O. but during the latter part, the market was dull with drooping tendency. Yesterday 2000 lbs. Mues was sold at \$10.00 @ \$10.25, market closing dull.

WEEK'S RECEIPTS, 2170 hogs.—Exports, 600.

BACON.—There has been a little further advance in prices this week, and 1400@2100 casks were recently at St. for Shoulders, 10 for Ribbed Sides at 11¢@11 1/2 lb for Clear Rides.

WEEK'S RECEIPTS, 359 cks and tons.—Exports, 24.

GREEN MEATS.—The market has been firm, with a modicum of any importance has been done during the week, yesterday when we noticed sales of 1000 @ 1000 and 30 casks Shoulders at 7¢@7 1/2 lb for Sides at 9¢@9 1/2 lb.

BEANS.—Our quotations are nominal at \$1.40 @ \$1.50 and \$1.00 @ 90¢ bushel for extra and favored varieties of Prime Mess and Tess.

WEEK'S RECEIPTS, 82 bush and cts.—Exports, 80.

BUTTER AND CHEESE.—Old Western Butter sold at 9¢@10c, and New at 18¢@20c. Cheese sold at 12¢@14¢ lb according to quality.

LARD.—The demand has been moderate, with prices advanced with sales of 1650 @ 1800 lbs and tess, at 11¢@11 1/2 for No. 1, and 11¢@11 1/2 for Prime, a few hundred lbs selling at 12¢@13c.

WEEK'S RECEIPTS, 918 bush, and tcs, and 1114 cts.—Exports equal to 1184 tons.

RAGGING AND BALD HORN.—Kentucky Bags is quoted at 12¢@13¢ a yard for Hand and Post Joins. There is still a very fair demand for In 12¢@13¢, 13¢, per yard, some 7500 lbs have been sold this week for Bald Horn.

TRANSACTIONS have taken place at 61¢@7¢ for Hs, and 71¢@8¢ for P. for Machine made, some 5000 and some 500 to 600 cts at this range.

GUNNY BAGS.—We have noticed sales of 35 @ 1200 lbs of Light to Heavy and Extra Heavy at the advanced rates of 11¢@12 1/2 and 13¢, with sales 1000 lbs yesterday at this range.

RECE.—Occasionally we hear of some small selling at 41¢@43¢ lb for Good to Prime Cattle CORN.—With a demand, and but little change in price, the sales of the week have been

The Memphis edition of the 18th inst. says: *Boatmen* was no guide so brief yesterday on the river as it has been for the day or two previous. The river is still receding; during the twenty-four hours ending at 6 o'clock last evening, it had fallen 18 inches. The boatsmen are all despondent. The News from the upper Mississippi exhibit a heavy rain at the Ohio and other large streams that few will be able to fall, we have hope that this will be the materiality of all checked.

The St. Louis Republican of the 16th inst. has the following:

The river here is still rising, but came up slowly yesterday than on Saturday. During Saturday evening, the swell in twenty-four hours was to inches. The whole rise, up to dark, was a few inches more very high.

From Branswick to Jefferson the river was rising slowly, and below Jefferson it was swelling rapidly. More in was pouring out a flood, and Oswego and the river were very high.

At last account the Illinois river was rising all near the mouth.

The weather was warm and pleasant yesterday and has every appearance of being settled.

For latest river news, we refer the reader to telegraphic column.

NEW SHAMBOOT AGENCY.—We notice that George D. Hile, well and favorably known locally as an energetic and excellent business man, opened a new Shamboat agency here. Mr. Hile gives the following interesting description of the character—qualities which deserve patronage and support. We wish our friends every success in enterprise.

T. D. Hine for Atakapa.—The very regular swift and superior passenger packet T. D. Hine, of J. A. Atkinson, commander, and Mr. Geo. Dore, clerk, leaves punctually as above at 8 o'clock evening.

Robert Watson for Atakapa.—The very rapid and excellent passenger packet Robert Watson, Capt. John Snoker, commander, and Mr. T. Hall, clerk, leaves at 5 o'clock this evening. Jefferson and intermediate landings. The Watson one of the regular low water packets, has superior passenger accommodations, is perfectly staunch one of the very best and most reliable packets on trade.

Pilot for Grand Eclair.—The swift-running, draught and excellent passenger packet Pilot, E. F. Farnham, commander, and Mr. Sam. Lawson, clerk, leaves at 5 o'clock this evening. Jefferson and intermediate landings. We commend the Pilot her courteous officers to our friends for relief and ride.

Starlight for Red River.—The very excellent passenger packet Starlight, Capt. Chas. Hayes, commander, with Mr. C. P. Hayes in charge of the leaves at 5 o'clock this evening for Jefferson and intermediate landings on Red River. The Starlight is every point first class packet, with superior accommodations and elegance all in her favor. Passengers may rely on her leaving at the appointed time and also depend on receiving the best of attention and enjoying a pleasant trip.

Golden Age for Fort Adams.—This very excellent and popular passenger packet, Capt. S. Heno, commander, and Mr. J. A. Dunbar, clerk, leaves 5 o'clock this evening as above. As a regular and reliable packet the Golden Age always goes and comes with full tops as is deserving of all her popularity.

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