New Orleans Daily Crescent.
TUESDAY MORNING, AUGUST 9, 1859.

River Intelligence.

CRESCENT OFFICE, No. 70 CAMP STREET,
Tuesday, August 9, 1859.

[illegible] Weather—Business [illegible] Falls City—Clippings from our [illegible]—Arrivals Yesterday—Departures [illegible], etc., etc.

[illegible] bright and pleasant day. Business [illegible] ; there was but one arrival and [illegible]. Amongst the departures was the [illegible] St. Louis. We learn by a dispatch [illegible] Capt. J. S. Woods, that the [illegible] City passed Memphis yesterday [illegible], and will leave for St. Louis [illegible] at 10 o'clock.

[illegible] correspondent of the 4th says:

[illegible] were and cloudy yesterday, with [illegible] during the forenoon and copious [illegible]. There were eighteen inches and falling [illegible] night. At Marietta it was swelling [illegible]. The City [illegible] only found fifteen inches [illegible] was compelled to lighten [illegible] through. At Buffington [illegible] and twenty-two inches in Blennerhassett [illegible] was aground at the latter [illegible] continues to recede slowly, [illegible] down to Louisville. The mail [illegible] to over three and a half feet. The [illegible] arrival, reports three and a half feet [illegible] Brandenburg, and no boats aground. [illegible] there were but three and a half feet [illegible] and the Baltimore aground on the bar. She [illegible] two days. The Economy found plenty [illegible] Portland and New Albany bars, the channel [illegible]. There is very little doing [illegible] being comparatively scarce [illegible]. The majority of our lighter class of [illegible] up as fast as they arrive, owing to [illegible] ruinously low rates. So far as [illegible] concerned, we have a fleet of first-rate [illegible], such as the Economy, Key [illegible] others that we could [illegible] from this point to Cairo [illegible], providing shippers would [illegible] at the present figures.

[illegible], of the Wenona, last night, [illegible] finely matched and well trained [illegible] the International for $200 for the [illegible] were nearly all taken by our [illegible]. Capt. Bart. G. Leiper, of the Ste[illegible], the fortunate winner. As the De[illegible] spacious guards, Capt. Bart. [illegible] and friends those dull times with [illegible] or "pony races" up and [illegible] the boiler deck levee. The [illegible] yesterday with a new hull. [illegible] Arkansas packet [illegible] Capt. R. L. Haines' new [illegible] South Bend left Pittsburg [illegible]. She leaves here for Arkansas [illegible] Monday next. The hull, cabin [illegible] of the Queen City, as she now lies [illegible] for sale by Capt B. Stut Neal [illegible] excellent wharfboat. Maj. H. H. [illegible] purchased the hull and cabin of the [illegible] from Capt. Jas. Bugher for $2,000. It will [illegible] to Newburgh, Ind., where there is [illegible] and they used for wharf-boat purposes. [illegible] hull of the Gazel, which was burnt some [illegible] at the Pittsburg wharf, has been raised.

The Louisville Courier of the 3d says:

The river was falling slowly yesterday, with fully [illegible] water in the canal last evening by the [illegible]. During the previous twenty-four hours the [illegible] less than an inch at the head of the [illegible]. We hear of heavy rains along the Kentucky [illegible] the creeks in many instances to be [illegible].

[illegible] and Emma, from St. Louis, arrived [illegible] pig lead and bale rope for this port. [illegible] starboard wheel house of the Em[illegible] on Shad Island, caved in, or fell into [illegible]. She was about to be dismantled.

The McLellan left Memphis Saturday evening, and [illegible] the Fanny Bullitt, E. H. Fairchild and Highflyer [illegible]. She reports 3½ feet water on Scuffletown [illegible] some four feet at other points. The Mode[illegible] got over Flint Island, and was tagging at [illegible] Oil Creek.

The [illegible] Parish, hence for New Orleans, was [illegible] French Island Monday evening, under [illegible] the McLellan passed up. She left here Sun[illegible] succeeds in getting over Scuffletown, [illegible] six miles below French Island, she can [illegible] much more trouble.

The Harrisonburg Independent of the 3d says:

The Ouachita is again at nearly low water mark, [illegible] falling rapidly. The Telegram, down yes[illegible] having only went a short distance [illegible] Columbia. Harrisonburg will soon be the [illegible] of steamboat navigation.

The St. Louis Republican of the 4th says:

The river here is stationary and has been so during the twenty-four hours ending at dark last evening. The Illinois river is going dry—22 inches at Spring [illegible], and 23 inches at Beardstown bar is the last [illegible]. The Naples packet was aground a considerable [illegible] on her last trip down.

The river at St. Paul is falling rapidly. At Dubuque [illegible] nearly stationary, and there is 4½ feet on the [illegible].

There was no arrival from the Missouri yesterday. [illegible] feet in the channel from St. Joseph [illegible] at last accounts.

[illegible] until 11 o'clock, A. M., yesterday, and up [illegible] no business was done on the Levee. In [illegible] afternoon the weather was clear and warm, and [illegible] revived.

The following were the arrivals yesterday:

The Memphis packet Messenger, Capt. W. L. Miller, with a good trip, and leaves again on Wednesday. We thank Mr. Ed. J. Booker, her clerk, for [illegible].

The Bayou Sara packet Grosse Tete, Capt. V. B. [illegible], with 16 bales cotton, 36 hhds. sugar, and 34 [illegible], and left again yesterday.

The Lafourche packet Silver Heels, Capt. Brown, [illegible] 10 bales cotton, 57 hhds. sugar, 115 bbls. molasses, and 40 half bbls. do.

Minnesota for Red River.—The fine light-draught [illegible] packet Minnesota, Capt. D. Glasscock, [illegible] Mr. Chas. D. Lowenstrom, clerk, leaves [illegible] at 5 o'clock, for Alexandria and way [illegible]. We take pleasure in commending the [illegible] to shippers and travelers for Red river to[illegible].

[illegible] for Vicksburg.—It is with pleasure that [illegible] call the attention of the public to the fact [illegible] new and truly splendid passenger packet [illegible] leave as above at 5 o'clock this evening. Since [illegible] arrival here from Cincinnati she has daily at[illegible] crowds of visitors, from all of whom her [illegible] elegance and beautiful model exacted the [illegible] admiration. We have already given a de[illegible] description of this "floating palace" which it [illegible] to repeat here. Sufficient to say, she is [illegible] to adamant, beautiful as a swan, fleet as an [illegible] antelope and as safe as "modern improve[illegible]" and experienced and careful officers can in[illegible] safety. She is commanded by Capt. W. C. Wil[illegible], than whom a more competent steamboat officer [illegible] be found. Mr. Richard Holmes, of the [illegible], is an excellent clerk and a gentleman.

Fanny Bullitt for Louisville.—The splendid [illegible] packet Fanny Bullitt, Capt. L. B. Dunham, [illegible], will leave at 5 o'clock this evening with[illegible]. She offers the rarest inducements to pas[illegible] bound for the Ohio river to-day. One of the [illegible] of the packets going up that river, she is [illegible] with queenly elegance and grandeur. We [illegible] for the Fanny only what she and her polite and [illegible] officers merit, when we bespeak for her a full [illegible] of passengers this evening. Mr. A. McVey is the excellent and efficient clerk.

J. C. Swon, Railroad Line Packet for St. Louis To-morrow.—The large, elegant and favorite passenger packet J. C. Swon, leaves for St. Louis, connecting at Vicksburg with the New Orleans and Jackson, at Cairo with the Illinois Central, and at St. Louis with the Ohio and Mississippi Railroads, for all points North and East, at 5 o'clock to-morrow evening. The passenger arrangements of this boat combine every requisite for comfort, convenience and luxury, while her tables is always loaded with temptations. Being on the Railroad Line, travelers may depend upon her being punctual. Capt. George W. Ford commands the J. C. Swon.

SHIPBUILDING.—Several ships of large tonnage are in the course of construction in Massachusetts, New Hampshire and Maine, and nearly all upon speculation. Until the present large surplus of tonnage owned by the United States is reduced by time, or disaster, building more ships is bad policy.
[N. Y. Journal of Commerce.

New Orleans Money Market.

CRESCENT OFFICE, No. 70 Camp street,
Monday Evening, August 8, 1859.

The week opens similar to most before it, quietly and composedly. Though compoundly may be a new phrase in monetary [illegible], our financial market is altogether composed. We may [illegible] all sorts of steamships from Europe for the week through, good, indifferent and bad, they will not change the aspect of affairs. The calls on the banks to-day for discounts were on the [illegible] scale. On the street there were a few sales of six months paper at the rate of 8@8¾ ℘ct. The general run of the market ranges from 8@9 ℘ct. Most anything having [illegible] to soundness and solvency can be placed within the range of 9 ℘ct. for commercial signatures. The range for choice to good fair names is from 8@8½ and 9@10 ℘ct. A round amount, say $100,000 was taken on Saturday morning by one of the down town banks through one party, being chiefly of one house paper at 8 ℘ct. and a fraction over, having six months to run, and based on sugar and cotton planters' names, [illegible] by factors, but mostly of the latter denomination.

The following were the dividends paid by our banks for the last twelve months, and the pro rata profits per annum.

	Dividends.	Pro rata profits ℘ annum.
Bank of Louisiana	16 ℘ct.	16 ℘ct.
Louisiana State Bank	15	16 42
[illegible] Bank	10	13¾
[illegible] Bank	16	17
Mechanics' and Traders' Bank	8	10 66
[illegible] Bank	8	11 54
[illegible] Bank	8	9 33
Bank of New Orleans	8	12
[illegible]	8	14½
Crescent City Bank	10	14 20
Bank of America	11	12 86

It must be considered that all the banks have more or less surplus.

The Exchange market to-day again stiffened. Some of the banks advanced the rate of checks on New York to ⅜ prem. A round amount of double A1 sight drafts was sold at ¾. We quote the ruling rates this morning, confirmed by sales, at ⅜@½ prem. Sixty days sight from 1@9⅝ and ⅛ ℘ct. dis. for choice and good names, and ¾@1 and 1¼ dis. for good to fair. There were no movements in Sterling. Good bills we quote from 110½@110¾. Document bills scarce at 108¾@109. Francs dull at 5.12½@5.16 on Paris direct.

POSITION OF THE BANKS of New Orleans on Saturday morning of each week from the 4th of September, 1858:

	Circulation.	Deposits.	Specie.	Loans and Disc'ts.	Exchange.
Sept. 4	[illegible]	15,496,686	11,263,308	21,894,935	3,843,396
" 11	[illegible]	15,640,457	11,366,215	21,746,451	3,865,019
" 18	[illegible]	15,663,534	11,304,474	21,940,567	3,884,192
" 25	[illegible]	15,931,777	11,299,625	22,089,688	3,890,649
Oct. 2	[illegible]	14,934,949	11,182,390	22,398,563	4,399,337
Oct. 9	[illegible]	15,275,011	11,317,455	22,161,662	5,657,057
Oct. 16	5,902,184	15,647,690	11,473,772	22,180,472	6,165,996
Oct. 23	7,894,220	16,181,041	11,678,676	21,094,189	6,775,232
Oct. 30	6,865,339	17,172,989	12,177,365	22,128,161	7,415,987
Nov. 6	7,036,717	17,865,947	12,540,932	21,681,392	8,080,117
Nov. 13	7,016,864	18,638,835	13,025,896	21,612,614	8,574,969
Nov. 20	6,990,619	19,343,662	13,934,292	21,405,139	9,036,846
Nov. 27	7,233,244	20,753,726	14,421,314	21,848,760	9,368,479
Dec. 4	7,325,679	21,306,450	14,928,536	22,557,404	9,759,136
Dec. 11	8,049,939	21,367,931	15,432,314	22,473,675	9,840,613
Dec. 18	8,490,682	21,349,816	15,700,475	23,039,921	9,806,189
Dec. 27	9,094,189	21,832,333	16,258,971	24,044,335	9,420,953
1859.					
Jan. 3	9,581,324	22,843,438	16,018,189	24,964,430	9,882,600
Jan. 10	10,383,734	21,758,592	16,294,474	25,043,392	9,886,131
Jan. 15	10,919,419	22,194,957	16,348,810	25,539,581	9,666,070
Jan. 22	11,224,461	22,549,350	16,279,605	26,097,181	9,492,871
Jan. 29	11,651,519	22,684,889	16,104,153	26,768,934	9,908,795
Feb. 5	11,903,080	22,743,175	16,368,903	27,160,839	9,747,755
Feb. 12	12,148,174	21,850,645	16,700,180	27,213,728	9,676,145
Feb. 19	12,241,254	22,620,711	16,949,263	28,028,933	9,474,473
Feb. 26	12,532,294	22,283,489	16,304,986	28,339,534	9,237,655
Mch. 5	12,496,404	22,254,977	16,806,899	28,533,040	9,239,891
Mch. 12	12,681,934	22,691,734	16,862,148	28,724,883	9,005,272
Mch. 19	12,777,999	22,364,430	17,093,503	28,892,161	8,564,771
Mch. 26	12,621,981	22,699,061	16,837,413	28,809,498	8,761,730
Apl. 2	12,484,416	22,873,499	16,573,137	29,005,148	9,050,882
Apl. 9	12,965,616	22,065,164	16,259,790	29,207,077	9,498,761
Apl. 16	12,717,698	22,206,355	16,274,347	28,515,064	9,909,531
Apl. 23	12,621,316	21,792,705	15,705,309	28,037,922	10,055,484
Apl. 30	12,675,111	21,494,688	15,609,738	28,136,127	9,534,348
May 7	12,711,640	21,395,148	15,539,385	28,366,871	9,271,213
May 14	12,513,001	20,985,261	15,534,148	28,440,904	8,459,068
May 21	12,326,776	19,899,960	15,305,875	28,842,760	7,425,375
May 28	12,037,821	19,469,366	14,774,946	28,954,913	7,098,069
June 4	11,604,591	18,757,408	14,567,824	28,958,893	6,614,253
June 11	11,634,061	18,159,438	14,749,114	28,865,915	6,484,618
June 18	11,708,131	17,954,674	14,161,080	28,343,686	6,076,229
June 25	11,304,639	17,159,136	13,897,063	28,215,985	5,868,472
July 2	11,284,364	16,957,300	13,574,639	28,162,286	5,550,384
July 9	11,061,706	16,645,664	13,475,832	28,099,519	4,839,608
July 16	10,743,414	16,230,871	13,606,332	27,791,900	4,043,047
July 23	10,607,088	15,893,315	13,744,708	27,893,546	3,457,819
July 30	10,338,959	15,921,360	13,763,271	27,699,758	3,197,326
Aug. 6	10,091,039	15,377,299	13,564,346	27,705,565	2,787,396

The following was the position of the banks of the city of New York on Monday last and the corresponding time last year:

	July 31, 1858.	July 30, 1859.	
Discounts	$120,364,486	$119,847,412	Dec... 503,044
Specie	35,712,107	20,764,564	Dec..14,947,553
Circulation	7,408,395	8,214,939	Inc... 806,594
Nom. deposits	106,496,030	91,707,878	Dec..14,798,152
Actual deposits	91,135,873	74,074,925	Dec..16,060,948
Capital	66,717,000	68,645,015	Inc... 1,928,000

A decrease in coin of $14,798,152 or 40 ℘cet. The banks of New Orleans show an increase of $2,872,000 or 24 ℘ct. Our banks and community can withstand any commercial or financial crisis or panic.

The New York paper and exchange market on the 2d instant closed as follows:

	Per cent. per annum.
Loans on call, Stock Securities	6 @ 6½
Do other good securities	6½@ 7
Prime endorsed bills, 60@90 days	6 @ 7
Do 4@6 months	7 @ 8
First-class single signatures	8 @ 9
Other good bills	10 @12
Names less known	12 @15

Bills at 60 days on London 109⅝@110 for commercial, 110⅛@110⅜ for bankers'; do. at sight 110¾@110⅞; Paris at 60 days 5.15@5.12½; do. 3 days' sight 5.13⅛@5.10.

Review of the Markets.

CRESCENT OFFICE No. 70 Camp street,
Tuesday Morning, August 9, 1859.

COTTON....The market was still very dull yesterday, and the sales were confined to about 200 bales. We quote as before:

NEW ORLEANS CLASSIFICATION:

Inferior	6¾@ 7½	Middling	11⅛@11⅜
Ordinary	8¼@ 9¼	Good Middling	12¼@12½
Good Ordinary	10 @10½	Middling Fair	12¾@—
Low Middling	10¾@11	Fair	—@—

STATEMENT OF COTTON.

Stock on hand 1st September, 1858.........bales.		30,448
Received since	1,762,240	
Received yesterday	200—1,762,480	
Made from waste, damaged, etc		10,000
		1,802,928
Exported since	1,757,106	
Exported yesterday	2,828—1,759,934	
Burnt	11,500—1,771,434	
Stock on hand not cleared		31,489

TOBACCO....We heard of 4 hhds. sold at 8½c., 2 at 8¾c. and 1 at 8c., and another lot of 200 to 300, of which the particulars were suppressed. Saturday's sales embraced 557, 101 and 33 hhds. at —, including what were then reported.

STATEMENT OF TOBACCO.

Stock on hand 1st September, 1858.........hhds.		28,016
Received since	72,353	
Received yesterday	200	72,553
		100,569
Exported since	77,688	
Exported yesterday	64	77,752
Stock on hand not cleared		22,817

SUGAR....About 150 hhds. were sold from first and second hands at steady prices. Fair to Fully Fair 6¾@7c. ℘ lb.

MOLASSES....Very little offering on the levee, and sales confined to some small lots at previous rates.

FLOUR....Very dull. The principal sales reported were 130 bbls. Extra at $6 00, and 50 at $6 50 ℘ bbl.

GRAIN....The sales of Corn embraced some 1800 sacks, including 800 Weevily at 75c., 136 Yellow at $1 05, 170 at $1 07½@$1 10, 528, in two lots, at $1 10, 150 White Mixed at $1 18, and 100 White at $1 20 ℘ bushel. Of Wheat 80 sacks Ordinary sold at 90c., and 197 Prime Red at $1 05 ℘ bushel. Oats were steady, with sales of about 2600 sacks, including 350 mostly at 44c., 580 St. Louis at 50, 52 and 53, 490 at 53, and 400 Northern, in two lots, at 54c. ℘ bushel. Of Bran 415 sacks sold in three lots at $1 40, 100, in poor order, at $1 45, and 160, in two lots, at $1 50; of Shorts 150 sacks at $1 05, and of Mill Feed 50 sacks at 80c. ℘ 100 lb.

PROVISIONS....The sales of Pork were confined to retail transactions at $16 00 ℘ bbl. for Mess. In Bacon and Lard nothing of any moment was done.

COFFEE....We noticed sales of 840 bags at 11c., and 50 at 11⅛c. ℘ lb.

WHISKY....40 bbls. Raw sold at 29c. ℘ gallon.

FREIGHTS....Very quiet. Some Tobacco was shipped for Antwerp at 45s. ℘ hhd.

CATTLE MARKET.

JEFFERSON CITY, August 8, 1859.

Arrived 20 head of Western Beeves, which were taken by one party at 9½c. ℘ lb. net. The market is bare of Sheep, but an ample supply of Texas Cattle and Hogs offers.

PRICES:

Beef Cattle, Western, first quality	9 50@—
Beef Cattle, Western, second quality	—@—
Beef Cattle, Texas, fine, per head	28 00@35 00
Beef Cattle, Texas, inferior, per head	13 00@24 00
Hogs, per 100 lbs. net	8 50@ 9 50
Sheep, in lots, ordinary and good, per head	—@—
Sheep, choice, per head	—@—
Milch Cows, ordinary, per head	45 00@75 00
Milch Cows, per head, choice	—@80 00
Veal Cattle	5 00@11 00

Shipping Intelligence.

CRESCENT OFFICE, No. 70 Camp street,
Tuesday Morning, August 9, 1859.

Cleared Yesterday.

Ship Esmeralda, York, for Liverpool, Baxter, Lovell &co
Bark Alma, Baker, for Bordeaux. Cammack & Converse

Arrived Yesterday.

Steamship Matagorda, Shannon, from Indianola and Galveston, 7th inst., to I C Harris—Berwick's Bay.
Ship Clifton, Williams, 48 days from New York, to J O Woodruff &co—1st dist 18.
Ship Oronimbo, Folsom, 46 days from Boston, to W J Dewey &co—3d dist 37.
Ship Stephen Baldwin, Flagg, 32 days from Boston, to G W Hynson &co—Algiers.
Ship Moses Taylor, French, from Bordeaux 9th June, to C Cavaroc &co—2d dist, 26.
Bark Growler, Watts, 25 days from Rockland, (Me.,) to Creevy & Farwell—1st dist 41.
Bark Neapolitan, Burdett, from Rio de Janeiro, 24th June, to master—Quarantine Station.
Bark Aura, Lynch, 13 days from New York, to master—1st district.
Brig M A Stevens, Butler, from Havana, to Pruts, Pujol &co—Quarantine Station.
Schr Elizabeth Morse, Drescher, 2 days from Pensacola, to master—Basin.
Schr John Arthur, Maxent, 2 days from Fish River, Ala., to master—Basin.
Schr Venice, Bibbs, 4 days from Tampa Bay, to L Fash &co—Basin.
Schr Exile, Steine, from Fish River, Ala., to master—Basin.

Arrivals at the Carondelet Canal.

Schr Shamrock, from Bonfouca.
Schr Perle, from Bonfouca.
Schr Democrat, from Bay St Louis.
Schr Rober, from Biloxi.
Schr President, from Covington.
Schr Julien, from Biloxi.
Schr Rosalie, from Bay St Louis.
Schr Elizabeth, from Tanchipar.

Steamboats.

Messenger, Miller, from Memphis.
Silver Heels, Brown, from Lafourche.
Grosse Tete, Barranco, from Bayou Sara.
California, Myers, from Mobile.
Oregon, Hopkins, from Mobile.

Towboat Conqueror, Brown, from the Passes—towed down and to sea on the 29th ult., ships Helvia and Danube—brought up ships Moses Taylor, bark Aura, and to Quarantine Station brig M A Stevens.

Towboat Junius Beebe, Andrews, from the Passes—towed down and to sea on the 2d inst., ship Maid of Orleans—brought up ships Clifton and Oronimbo.

Towboat C Vanderbilt, Wright, from the Passes—towed down and to sea on the 5th inst., ships Erie and Lemuel Dyer—brought up ship Stephen Baldwin.

Below—Coming Up.

Ship Wilbur Fisk, Cutter, — days from Boston, to Baxter, Lovell &co.
Ship Andover, Hughes, — days from New York, to Aaron Cohen.
Bark Cochituate, Bangs, — days from Philadelphia, to Creevy & Farwell.

Passengers.

Per Steamship Matagorda, from Indianola and Galveston—Armstrong and lady, Mrs Wilson and child, H N Cunningham and lady, B Sherdon and lady, W Francis and lady, W W Mc Garity and lady, Mrs A Shaw and child, C C Odenans and lady, Messrs Bacon, Heston, Willis, Harris, Hooks, Lumpkins, Lee, Terry, A T Goodwin, J Harrington, T P Holliday, J B Sherdon, W M Bishop, Col Turner, Durreigh, S Fossett, McNeil, Wilson—15 on deck.

Exports.

BORDEAUX—Per bark Alma—64 hhds tobacco 17,109 feet lumber 121,503 staves 1 case cigars 1 do mdse.

LIVERPOOL—Per ship Esmeralda—2828 bales cotton.

Imports.

BORDEAUX—Per ship Moses Taylor—466 hhds 25 hf do and 2341 cases wine 60 casks brandy 10 qr and 15 eighth pipes do 200 baskets empty bottles and sundries to C Cavaroc &co—30 casks wine X Lambert—50 hhds wine E Maignan &co—40 do do E Turpin—43 do A Tupery—56 do N Lacoste—50 do J J Auzeau—30 do A Patersson—33 do E Lacroix—312 do 1000 cases do 240 cases sardines to A Carriere &co—25 cks 24 qr pipes and 20 bbls brandy 8 hhds 6 cks 613 cases wine 40 do prunes 160 do absynthe V & E Maignan—122 cks 894 cases wine 15 cks 5 hf 25 qr pipes brandy W F Vreedenburgh &co—25 cks 65 hhds 30 hf do and 350 cases wine 20 cks brandy 20 cks vinegar 4 hhds twine 4 cks absynthe Lanata frere—20 qr and 20 half pipes brandy 106 cases sardines 85 hhds wine E Rocheraan &co—34 hhds wine 15 casks brandy J N Carrin—967 cases wine, 10 half 25 qr and 30 eighth pipes brandy S Wolff—100 hhds wine F de Fuentes &co—28 cks brandy 7 hf and 7 hhds wine Barclay, Johnson &co—10 hf 25 qr 40 eighth pipes brandy W E Leverich &co—50 cases sardines 150 do wine 166 do liquors 8 do estables 20 do fruits 5 do anchovies do Dantes &co—40 hhds wine 70 cases fruits 26 do liquors A Desbamps—600 cases wine 25 do sardine Vallon Bros—65 do wine Labatut—18 cases mdse Gsaron—25 cases liquors L F Morent—7 cases hats F Renaillio &co—40 hhds 25 cases wine Queyrouze & Langsdorff—13 hhds wine and 1 ¼ brandy S de Grasses &co—28 hhds 70 cks 102 half casks and 181 cases wine 14 qr casks brandy J & J Tardos—1 hhd wine A L Moye—20 hhds 474 cases wine P E Brulatour—62 hhds wine 2 bbls brandy Chantigue—1 pkg mdse F Auvandes—20 cases liquor 8 qr pipes brandy 2 cks cork 40 hhds wine B Talamon—64 hhds wine Gonaux & Viala—140 do A Versenti—40 do A Tambourg—14 do S Fonbeso—23 do to L Laugie—4 do Coult Jr—100 hhds 44 hf hhds wine 76 cks brandy S Plassan—16 hf pipes 2 ¼ tes 23 bbls brandy Roset fils & Rouen—24 cases orange flower water 1 cases olives 10 do sardines 5 do estables Deffis & Depeyre—5 casks chinaware to Henderson & Gaines—8 do J Gauche—2 cases mdse T B Blanchard &co—105 cases sardines 10 do liquor 2 do absynthe 30 casks vinegar 3 do twine Piaggio & Viosca jr—50 cases absynthe 220 do wine 27 qr pipes 15 hf do brandy Press & Couturie—1 case mdse L Lafarge—20 hhds 12 cases wine 10 qr pipes 20 bbls and 4 bxs brandy 12 baskets oil 4 cases mdse and sundries to order.

GALVESTON AND INDIANOLA—Per steamship Matagorda—1 bales cotton (new) to Dr J Morgan—3 bales cotton to Coleman, Britton & Withers—$*,809 specie C A J Rondeau—84 beeves E White—sundries to Jones' Express—H Blaise—and order—Total 9 bales cotton.

TAMPA BAY—Per schr Venice—100 hides L Fash &co—100 do L Wilder.

RIO DE JANEIRO—Per bark Neapolitan—4200 bags coffee to M T Rice &co.

NEW YORK—Per bark Aura—Ass't'd mdse.

NEW YORK—Per ship Clifton—Assorted mdse—consignees previously reported.

BOSTON—Per ship Oronimbo—1110 tons ice J L Warner &co—and assorted mdse.

BOSTON—Per Ship Stephen Baldwin—Assorted mdse—consignees previously reported.

ROCKLAND, MAINE—Per bark Growler—4500 bbls lime to Creevy & Farwell.

FISH RIVER, ALA.—Per schr John Arthur—Lot of Naval Stores to order.

FISH RIVER, ALA.—Per schr Exile—Lot Naval Stores to order.

PENSACOLA—Per schr Elizabeth—Lot lumber.

Receipts at the Carondelet Canal.

TANCHIPAR—Per schr Elizabeth—25 cords wood.
BONFOUCA—Per schr Shamrock—300 bbls sand.
BONFOUCA—Per schr Perle—250 bbls sand.
BAY ST LOUIS—Per schr Democrat—20 cords wood.
BILOXI—Per schr Rober—600 bbls coal.
COVINGTON—Per schr President—30,000 feet lumber to Max LeRoy.
BAY ST LOUIS—Per schr Rosalie—25,000 feet lumber to order.
BILOXI—Per schr Julien—35,000 feet lumber to order.

Receipts of Produce.

MEMPHIS—Per steamer Messenger—6 bales cotton Hughes, Hyllested &co—5 do Frierson, Conway &co—37 Bradley, Wilson &co—240 bbls flour A D Henkle &co—175 boxs tobacco Benton & Work—63 do Patten, Smith & Putnam—60 do A Glenn & co—41 do Bragg & D'Aquin—1 bale wool to H K Carter &co—1 trunk J L Harris—1 pkgs mdse Frierson, Conway &co—3 do to Lane, Salter &co—1 do W A Violett &co—1 buggy R C Cummings &co—2 pkgs Adams' Express—4 bales mdse Babcock & Kernochan—1 case do R Yeatman &co—1 valuable pkg Hall, Kemp &co—1 do E B Wheelock &co—1 pkg Taylor, Knapp &co—1 do Saml Stewart—sundries to order—Total 48 bales cotton.

LAFOURCHE—Per steamer Silver Heels—40 hhds sugar 40 F J DeSilva &co—11 hhds sugar 61 bbls molasses to Bellocq, Noblom &co—6 hhds sugar 14 bbls molasses G Sabatier &co—40 hf bbls molasses C Kock—100 sacks corn Brand & Landry—10 bales cotton Lobit & Charpantier—8 bales moss to Trosclair & Haydel—7 do L Boudreaux—1 coil rope R & J Watson—13 pkgs eggs Boquin &co—3 do Blanchin & Girand—2 do Bernaudat—5 do Ferrando & Cassac—8 do J N Roberts &co—sundries to order—Total 57 hhds sugar 115 bbls molasses 40 hlf bbls molasses 10 bales cotton.

BAYOU SARA—Per steamer Grosse Tete—8 bales cotton to F J DaSilva &co—8 do A J DaSilva &co—11 hhds sugar Stewart & James—8 do Romen & Kernion—17 do 2 bbls molasses to Menard & Vignaud—32 bbls molasses 36 sacks corn M Gordon Jr—Total 16 bales cotton 36 hhds sugar 34 bbls molasses.

Railroads.

PONTCHARTRAIN RAILROAD.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD—From Canton, August 8—4 bales cotton to Connelly & Champlin.

MOBILE—Per steamer California—4 bars iron A J Rugely—3 gins Gunnison, Chapman &co—1 bbl bacon 1 cask do J B Valentine &co—1 keg lard 5 rolls leather 18 pkgs mdse 24 empty bbls R Geddes—17 pkgs mdse Telegraph Office—79 do H Davis—9 do E G Claud—sundries to order.

MOBILE—Per steamer Oregon—3 bxs mdse 5 gins H K Carter &co—6 do 1 pkgs mdse McGregor & Bankhead—1 pkgs mdse Neagle & Carpenter—1 do Henderson & Gaines—10 pkgs mdse Warren, Gillmore &co—10 do J J McKeever—45 do R Geddes—2 mills Bell, Buchanan &co—sundries to order.

Consignees.

NEW YORK—Per ship Andover—R Abbott—J Armstrong—P H Brinton &co—Samuel Barrett—Buribe & Higgins—C A Barriere &co—Bloomfield, Steele &co—F Bauer—Beebe &co—Bridge & Son—Belden & Eames—J W Burbridge &co—Babcock & Kernochan—Bodet & Gueydan—C T Buddecke &co—Bredow & Wusthoff—J H Ashby—J A Braquie—W Cox &co—M D Cooper &co—Campbell & Strong—R Classen—J N Carten J Clavel—Castillo & Harispe—Collins & Noonan—P Cusachs, Bro &co—Carroll, Hoy &co—Aaron Cohen—Cook & Young—Corson & Armstrong—E G Deblois &co—Dudley & Nelson—H Davey—J D Dameron &co—R M Conman &co—D'Arcy &co—E A Dryer &co—Duclos &co—Dufforessions & Pasemier—J A Daugherty &co—J Domingo—R W Eadie &co—Sarni Ewing—Eaton, Betterton &co—Geo A Fosdick—J R Fischer—D Fell & Stetson—H Finlay—A Ferandon &co—Theo Frois—Folger &co—C Flint & Jones—H Frankie—A D Grieff &co—Gillis, Ferguson &co—Grosjean & Benteau—Gurna & Kichelberger—A H Gordon—F Guette—B Guillot—Goldsmith, Haber &co—A A Guillemin—Glidden, Marshall, &co—E Haffmann—D H Holmes—D Hubbard—E J Hart &co—Thos Henderson & Peale—Allen Hill—C M Harvey &co—F F Henriques—E Heath—Hall & Hildreth—Hawkins & Norwood—H Hobert—Heaton & Oliver—E Hacker—Holmes & Clautz—C Jaubert &co—B Jourdan—A B James &co—Keugen &co—Lauve & McCall—J J Lantis—W H Letchford &co—Lewis & Delachaise—X Lambert—A Lanata—L Stewart &co—Lobit & Charpantier—Levy, Simon & co—Lumsebloss Bros &co—A McLauren—R McGregor &co—L Narcau—W Morton &co—McFarland & Barksdale—A Maginnis—J Marks &co—Massey, Huston &co—G D Metcalf &co—J E Mathews &co—Macon Freres—G N Morison &co—McStea, Value &co—North, Duthil &co—Price & Conlon—Jno D Bein & Son—Phillips, Nixon &co—Phelps, Park &co—Peet, Simms &co—Poole &co—Rimalho &co—W C Raymond—Rice Bros & co—Battle, Noble &co—R Roger &co—J N Roberts &co—W G Robinson &co—A J Rugely—C H Slocomb &co—A Schwab—Schneider & Wise—Smith &co—Stark, Stauffer &co—T S Smith—Smith, Cooper &co—N Barrett—Thompson & Barnes—R Tebbin—S M Todd &co—Tarcotte & Blanchard—J Turpin—W C Tompkins &co—H N Seibricht—Jas Syme—T H Shields—J S Sombes—J Soulet—Sanford & Bro—J Stroud &co—T Schorn—H D Seaman &co—E B Stevens &co—J B Valentine &co—G H Victen—Vincent &co—E B Wheelock &co—J P Waddell—O O Woodman &co—Wolff & Bro—A C Wilbur—A R Weingart—J Wright &co—and order.

PHILADELPHIA—Per Bark Cochituate—Jno Macks &co—J P Thomas—Jos Clark—Jno Devereux—Jas Syme—Anderson & Blessing—O O Woodman &co—J P Barbot—S DeVisser &co—Jno I Adams &co—Allen Hill—Thos Henderson & Peale—B Nautre—O Saulay & Bro—Lewis & Delachaise—Saml Locke—Scruggs, Donegan &co—Leeds &co—E H Wheelock &co—E Poole—B Putnam—G N Morrison &co—C T Buddecke &co—T B Smith—X Lambert—A R Winegart—E J Hart &co—J De Benneville—S F Mioton &co—L J Webster—L Sturtevant &co—A Schwab—H Goldman—Lobit & Charpantier—J M Schaffer—Taylor & Churchill—Massey, Huston &co—B Jourdan—G Theurer—C Loeffler—A Jacquet—U Cousin—J Wright &co—Eaton, Betterton &co—Stark, Stauffer &co—Biscoe & Simms—S Schilling—Queyrouze & Langsdorff—H E Robinson—R W Adams &co—Phoenix Iron Works—W M Wadley—Ruttel &co—P Cusachs, Bro &co—F Fredericksen—F P Ducongé—J B Flotte—C H Slocomb &co—Patton, Smith & Putnam—Mandeville & McIlhenny—J W Dougherty &co—A J Tully &co—T C Poole—Maillot & Son—W C Raymond—Martin, Cobb &co—W E Thompson—Wood, Miltenberger &co—D G Wilson—E Durrive &co—J Bujac—Rogers, Woodall &co—Jno Voelkel—and order.

BOSTON—Per ship Oronimbo—C Carriere—Lewis & Delachaise—Duclos &co—S H Gilman—McFarland & Barksdale—A McLauren—R S Morse—Saml Locke—J H Sherman—John Maginnis—B Nautre—Buckner, Stanton & Newman—A Titus—McCutchon, Howell &co—Stark, Stauffer &co—C H Slocomb & co—F P Folger &co—J S Hyde &co—A H May &co—W McCracken—Hobart & Foster—Avet Bros—D R Carroll &co—R W Rayna—H H Hansell—J S Barry—Biscoe & Simms—D Kelham—W H Hannay &co—Warren, Gilmore &co—Geo A Fosdick—M Burnett—Artemus Hill—E F Mioton &co—L Conlon—Allen Hill—J Gauche—P R Foll &co—R K Laughlin &co—Jno D Bein & Son—P H Brinton &co—Grosjean & Benteau—Neagle & Carpenter—H Decker—C Flint & Jones—Kennedy & Foster—Voorhies, Griggs &co—Shumway & Hewes—Frost &co—C E Cato &co—Moses Greenwood—L Sawyer—Holmes & Clautz—W H Stewart—Blache & Leaumont—J S Waterman—H T Vennard—G W Dunbar—Tirrell & Bates—Vose & Bro—R B Ancoin—B Turpin—E Marquese &co—Eaton, Betterton &co—and order.

STREET COMM'R—OFFICIAL.

FOURTH DISTRICT POUND—Was brought to the Fourth District Pound on Jackson street, between Laurel and Constance streets, as estray—

One black and white she goat, short horns.

Which if not claimed within ten days, and the expenses thereon paid, will be sold at public auction at said Pound, on FRIDAY, August 12, 1859, at 10 o'clock, A. M.

New Orleans, August 8, 1859.
C. O. FLECHIER, Street Commissioner.
Registered August 8, 1859.
V. DUPLESSIS, Comptroller.

EPAVE DU QUATRIEME DISTRICT—Il a été conduit au dépôt des épaves du Quatrième District, rue Jackson entre les rues Constance et Laurel, comme épave—

Une chèvre blanche et noire, les cornes longues.

Si la dite chèvre n'est pas réclamée dans dix jours et les frais payés, elle sera vendue à l'enchère publique au dit dépôt, le VENDREDI, 12 d'août 1859, à 10 heures, A. M.

C. O. FLECHIER, Commissaire des rues.
Nouvelle-Orléans, 8 d'août 1859. au9 10 11

MAYORALTY—OFFICIAL.

Proclamation by the Mayor.

MAYORALTY OF NEW ORLEANS,
CITY HALL, first day of August, 1859.

BY VIRTUE of resolution No. 4778 of the Common Council of the City of New Orleans, and in accordance with section 121 of the City Charter, notice is hereby given that it is the intention of the city of New Orleans to cause to be opened Claiborne street, from Elysian Fields street to the east side of Lafayette avenue, according to an act entitled: "An act to regulate the opening, laying out and improving streets and public places in the city of New Orleans, and its suburbs, incorporated and not incorporated, and to the banlieues of the same," approved April 26, 1832.

GERARD STITH, Mayor.

Proclamation par le Maire.

MAIRIE DE LA NOUVELLE-ORLEANS,
HOTEL DE VILLE, 1er d'Août, 1859.

EN VERTU de la resolution No. 4778 du Conseil Commun de la Nouvelle-Orléans, et conformément à la section 121 de la charte de la ville, avis est par le présent donné que l'intention de la ville de la Nouvelle-Orléans est de faire ouvrir la rue Claiborne, à partir de la rue Champs Elisées jusqu'au côté est de l'avenue Lafayette, conformément à l'acte intitulé: "Acte relatif à l'ouverture et aux améliorations des rues et places publiques dans la ville de la Nouvelle-Orléans et ses faubourgs incorporés et pas incorporés, et aussi de banlieues," approuvé le 3 avril 1832.

aug2 1taw3w GERARD STITH, Maire.

COMPTROLLER—OFFICIAL.

COMPTROLLER'S OFFICE,
City of New Orleans, July 7, 1855.

RESOLVED, That the Comptroller be, and he is hereby authorized and required to give notice, by a standing advertisement in the official journal, that in accordance with the ninth section of ordinance No. 1442, approved March 26, 1854, the Council will not pay any bill against the city unless contracted under authority of an order from the Comptroller, in accordance with the ordinance referred to.

[Signed] E. L. TRACY,
President Board of Assistant Aldermen.
[Signed] L. H. PLACE,
President Board of Aldermen.

Approved April 26, 1855.
[Signed] JOHN L. LEWIS, Mayor.

The attention of the officers of the city and of the public is respectfully called to the foregoing resolution.

V. DUPLESSIS,
jy16tt Comptroller City of New Orleans.

RAILROAD TRAVELING.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

During the continuance of the Bonnet Carre Crevasse, passengers will be transported between New Orleans and Pass Manchac Bridge (thirty-seven miles from New Orleans,) by the trains of the Carrollton Railroad to the Lake, thence by safe and commodious steamboats to Manchac Bridge, beyond which there is no interruption.

Passengers will leave New Orleans from the Carrollton Railroad Depot (Tivoli Circle) at six o'clock in the morning, and at twenty minutes past six in the afternoon, and returning to New Orleans, will arrive at the Depot at Tivoli Circle at eight o'clock in the morning, and the same hour in the evening.

The trains for Kenner will leave the depot at the foot of Calliope street at 5 A. M. and 5 P. M. Returning, will leave Kenner at 7 A. M. and 7 P. M. Freight for this station will be received at the passenger depot from 5 P. M. until 5 P. M. Fare, 40 cents each way.

Freight for Manchac and stations above will be received daily at the old warehouse, on the south bank of the New Canal, between Liberty and Howard streets, until 5 P. M.

No freight will be received unless consigned to parties residing at the established stations on the line of road or its connections.

It will be seen by the foregoing, that passengers and freight will be transported without interruption and that connections with other roads will be made regularly as heretofore.

Fare from New Orleans to	1st Class.	2d Class.
Kenner	$0 40	$0 00
Manchac	1 80	0 00
Ponchatoula	2 00	1 00
Tickfaw	2 40	1 75
Amite	2 80	2 05
Tangipahoa	3 20	2 35
Osyka	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 65	5 50
Tugaloo	7 60	5 70
Calhoun	7 95	5 95
Canton	8 25	6 25
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, Camp street, opposite Lafayette Square. Persons who reside in the city and have a residence or establishment 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 connection, receiving and delivering the same in any part of the city.

T. S. WILLIAMS,
ja31 tf Master of Transportation.

PONTCHARTRAIN RAILROAD—SUMMER ARRANGEMENT. Commencing Sunday, May 1, 1859:

—DEPARTURE OF CARS.—

From City, o'clock A. M.,	Horse Car, St'm Train.	From Lake, o'clock A. M.,	St'm Train.
4	..	5	..
5	..	6¾	..
7½	..	8	..
9	..	9¾	..
10½	..	11¾	..
12	..	1	P. M.
2	P. M.	3	..
3	..	4½	..
4	..	5½	..
5	..	6½	..
6	..	7¾	..
7	..	8¼	..
8	..	9	..
9	..	10	..
10½	..	..	which will be the last regular train.

On Sundays the steam train will make the 4 o'clock morning trip, and leave the city every hour after 12 o'clock until 1 o'clock at night.

On and after Sunday, 15th inst., there will be half-hour trip every Sunday from 4 o'clock until 8.

Extra or special trips from Lake at night by the Horse Car when required, by notifying the Conductor.

The Steam Train will stop at Gentilly Station, when notified, except on mail trips, and after 4 o'clock P. M. Sundays. Fare each way 15 cents, and conductors must have timely notice to stop.

GREAT SOUTHWESTERN MAIL ROUTE. Through to New York in Four Days and Nineteen Hours—Avoiding all the Dangers of the River and Lakes.

Quickest Route to Memphis, St. Louis, Chicago, Cincinnati, Washington, Philadelphia, New York and all Eastern Cities. Two Days' Time Saved!—Only Seventy Miles Staging—via New Orleans, Jackson and Great Northern RAILROAD to Canton, Miss.; thence by Mississippi Central Railroad and Sims, Sutton & Dudley's tri-weekly line of Four-Horse Post Coaches to Grand Junction, Tenn.

Through tickets to Memphis and New York can be had at the Ticket office of the New Orleans, Jackson and Great Northern Railroad Company.

The roads in the Gap of the Mississippi Central Railroad have now become good, and close connections are made throughout the whole route.

The track laying on the Mississippi Central Railroad is progressing rapidly, and the staging will reduce accordingly.

Sixty pounds of Baggage allowed each passenger.

a27 2m SIMS, SUTTON & DUDLEY.

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. E. REDDING,
TH. THAYER,
Proprietors.

Authorized Agents of Bombalier & Co.'s Island of Cuba Express. d7 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 Expresses 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.,
fe18 tf St. Charles st., under St. Charles Hotel.

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

Description of Articles.	Express Office	First District	Second District	Third District	Fourth District
Each trunk, valise, or carpet bag, weighing not more than 100 pounds	.20	.25	.40	.50	.40
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	.10
Specie, bank notes, jewelry, and other valuables, weighing not more than 100 pounds	.40	.50	1.00	1.50	1.00
Each additional 50 pounds	.20	.20	.20	.20	.20

T. S. WILLIAMS,
a21 tf Master of Transportation.

NEW RAILROAD 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,

By the new and splendid line of STEAMSHIPS, all built expressly for this trade, with superior stateroom accommodations for passengers.

LEAVING THREE TIMES A WEEK.

MONDAY..................................GEN. RUSK.
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 leaves the landing, foot of Toulouse street, nearly opposite Jackson Square, at 7½ o'clock in the morning. Tickets may be obtained and staterooms 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 Texan trains.

Freights for Texas by this Line received every day, Sundays excepted, at the above landing. Insurance by this Line ½ less than by the River Line.

o28 tf BENJ. F. FLANDERS, Sec'y.

FOR LAKE BORGNE and Mexican Gulf—MEXICAN GULF RAILWAY.—Depot, corner of Goodchildren and Champs Elysees.

SUMMER 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.
.. .. at	5	P. M.
Lake .. city, at	6½	A. M.
.. .. .. at	4½	P. M.

Office, 96 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.

Omnibuses leave Canal street every fifteen minutes for the depot. se22 tf

SLAVE DEPOT, No. 155 GRAVIER AND 85 DRYADES STREETS. TO TRADERS, PLANTERS AND MERCHANTS—Having opened my old stand on the 1st of January, 1858, with good accommodation for 200 Negroes, I respectfully solicit the patronage of my old friends and customers.
fe19 1y C. F. HATCHER.

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, Bananas, etc., etc.

They beg to inform the public that they are constantly receiving consignments of Fruit, and are prepared to supply Dealers, Hotels, Steamboats and Private Families with Fruit of all kinds, on the most reasonable terms. 4 FRONT STREET,
ml0 6m between Common and Gravier streets.

CHARLES E. KELLS, D. D. S., No. 151 Canal street, between Carondelet and Baronne streets, New Orleans. ARTIFICIAL TEETH inserted in full or partial sets, which, for Beauty, Utility and Comfort to the Wearer, cannot be excelled ja51y&W

FASMANN'S IRON HOOPS AND TIES FOR COTTON BALES.—Orders for Fasmann's Iron Hoops and Ties, filled to any extent, at 6 cents per pound. The Hoop and Tie guaranteed to hold, and guarantee also given that the cotton bound with them shall be received at the Orleans Press on the same terms as rope bound cotton.

Liberal deductions made to country merchants for cash orders. F. BELCHER, Agent,
a25 6m&W 12½ Commercial Place, N. O.

NEW THROUGH ROUTE to the NORTH AND EAST, —Via— Railroad to Vicksburg —AND— SPLENDID PACKETS FROM THERE TO MEMPHIS!

Special Notice

To Travelers between New Orleans and Memphis, New Orleans and St. Louis and Louisville, and the principal Northern and Eastern Cities!

TIME AND MONEY SAVED

Through to Memphis in THREE DAYS!—To Washington, Baltimore and New York, in SIX DAYS!

Steamer Victoria, L. A. Welton, master, leaves Vicksburg for Memphis, every TUESDAY, at 12 M.

Steamer Kate Frisbee, McManus, master, leaves Vicksburg for Memphis, every SATURDAY, at 12 M.

Steamer Black Prince, ———, master, leaves Vicksburg for Memphis, every MONDAY, at 12 M.

Three new, fast and elegant steamers have been placed regularly in the trade between Vicksburg and Memphis, running on alternate days with the Memphis and New Orleans Packets—leaving Vicksburg every Monday, Tuesday and Saturday, at 12 o'clock M., arriving at Napoleon the next day at 5 P. M., making close connections there with the Arkansas and White river Packets.

Freight receipted and passengers ticketed through from Vicksburg or Memphis to all points on each of those rivers within the bounds of the trips of the Packets.

Close connections are also made at Gaines' Landing, by the Memphis and Vicksburg Packets, with the Stage Lines running from that point, and at Memphis with the Memphis and Charleston Railroad, the Mobile and Ohio Railroad, and the Packets for St. Louis and Louisville.

Passengers desiring to take this route can leave New Orleans on Sunday, Monday and Friday evenings on the 6.30 P. M. train of the New Orleans, Jackson and Great Northern Railroad Co., arriving at Vicksburg next day at 11 30 A. M., and leaving on one of the Vicksburg and Memphis Packets at 12 M., arriving at Memphis the second evening thereafter at 8 P. M., making direct connection with the evening train of the Memphis and Charleston Railroad.

For through tickets and further information, apply at the office of the New Orleans, Jackson and Great Northern Railroad Company, under the St. Charles Hotel, next to the Telegraph office. a19 tf

LAW NOTICE—I HAVE RESUMED THE PRACTICE of my profession, and can be found at my office, No. 16 Camp street.
my18 1y M. M. REYNOLDS.

GAS FIXTURES.............GAS FIXTURES.

J. B. MONIE, 126 Chartres street,

Dealer in Chandeliers, Brackets, Hall Lamps of French, English and American manufacture, in the greatest variety and at low prices.

Also, a large variety of Globes, etc.

N. B.—J. B. MONIE is authorized by the Gas Company to put up Gas Fixtures. fe2 6m

LEEDS' FOUNDRY NEW ORLEANS.

LEEDS & CO., IRON FOUNDERS,

and Manufacturers of Vertical and Horizontal Steam Engines, Boilers, Sugar Mills, Vacuum Pans, Sugar Kettles, Clarifiers, Filters, Steam and Horse Power Draining Machines, Saw Mills, Gin Gearing, Iron Columns and Fronts for Buildings, Furnace Mouths, Grate Bars, etc., and all Machinery required for the South.

We have been duly authorized and are prepared to construct STILLMAN'S PATENT BAGASSE FURNACE.
fo12 d&W1y LEEDS & CO.

BARONNE STREET STEAM BOILER MANUFACTORY, between Poydras and Hevia, only three minutes' walk from the St. Charles Hotel.

The undersigned having largely increased his workshops, and having all the facilities, is now prepared to fill orders for any description of BOILERS, in less time and at as low rates as they can be had in any shop in the South or imported from the North.

Always on hand, DOUBLE FLUED BOILERS, from 20 to 30 feet long, and 42 inches diameter.

Also, CYLINDER BOILERS, 30, 32, 34 and 36 inches diameter, and various lengths.

Fire Fronts, Grate Bars, Stand Pipes, Valves, etc., constantly on hand.

All work will be guaranteed of best material and workmanship.

Parties wishing to purchase Boilers for plantations, steamboats or sawmills, are respectfully invited to call and judge for themselves. [m23 1y&W] D. H. FOWLER.

VANILLA—A SMALL LOT OF GOOD VANILLA, just received and for sale by BARELLI & CO.,
au1 tf 61 Common street.

BOLTS, NUTS, etc.—100 kegs assorted sizes, in store and for sale by G. L. KOUNS & BROS.,
2 Front street,
m12 tol opposite Canal street Ferry.

WOOL—WOOL—40 bales fine country Wool, in prime shipping order, for sale by
J. B. VALENTINE & CO.,
a30 51 Common st.

FOREIGN PORTS.

LIVERPOOL.

FOR LIVERPOOL—The A1 fast sailing American ship American Union, Capt. Lincoln, is now receiving cargo and will have immediate dispatch. For freight, apply to
jy27 BAXTER, LOVELL & CO.

FOR LIVERPOOL—The A1 fast sailing American ship Levi Woodbury, Capt. Young, is now loading for the above port. For freight of cotton or tobacco, apply to
CAMMACK & CONVERSE, 35 Carondelet st.
For passage, apply to the captain on board, Post 39, Third District. jy26

FOR LIVERPOOL—THE A1 FAST sailing American ship Frank Pierce, Leach, master, is now loading for the above port. For freight of tobacco, apply to CAMMACK & CONVERSE,
35 Carondelet street.
For passage, apply to the captain on board. jy12

FOR LIVERPOOL—THE A1 FAST sailing American bark Dirigo, Young, master, having a large part of her cargo engaged, will have immediate dispatch. For freight, apply to
jy23 S. JONES & CO., 21 Gravier street.

FOR LIVERPOOL—The A1 fast sailing Oldenburg ship China, Capt. Fehrs, is now loading for the above port. For freight of tobacco or cotton, apply to
CAMMACK & CONVERSE, 35 Carondelet st.
or to THEILE & SEILER.
For passage, apply to the Captain on board, Post 55, Fourth District. au6

BORDEAUX.

FOR BORDEAUX—THE FAST-SAILING American ship Lalla Rookh, Capt. Cutton, is now loading for the above port. For freight, apply to CAMMACK & CONVERSE, 35 Carondelet street.
For passage, apply to the Captain on board. je13

HAVRE.

FOR HAVRE—The A1 fast sailing American ship John Merrick, Capt. Crabtree, is now loading for the above port. For freight, apply to
CAMMACK & CONVERSE, 35 Carondelet st.
For passage, apply to the Captain on board, Post 28, First District. jy28

BREMEN.

FOR BREMEN—The A1 fast sailing Oldenburg ship China, Capt. Fehrs, is now loading for the above port. For freight of tobacco or cotton, apply to CAMMACK & CONVERSE, 35 Carondelet st.
or to THEILE & SEILER.
For passage, apply to the Captain on board, Post 55, Fourth District. jy28

ANTWERP.

FOR ANTWERP—THE A1 AMERICAN ship New England, Capt. Edge, is now loading and having most of her cargo engaged will have quick dispatch. For remainder of freight, apply to
my16 BAXTER, LOVELL & CO.
For passage, having good accommodations for both cabin and steerage passengers, apply on board, Post 37, Third District.

GENOA.

FOR GENOA—The A1 fast sailing Hanoverian bark Aristides, Captain Seidenbourgh, is now loading and will have quick dispatch. For balance of freight, apply to
au4 BAXTER, LOVELL & CO.

DOMESTIC PORTS.

TEXAS.

To sail on THURSDAY, 11th inst., at 8 A. M.

FOR GALVESTON AND MATAGORDA Bay—U. S. Mail Line—Southern Steamship Company—The superior coppered and copper-fastened steamship Suwanee, J. S. Crowell, commander, will leave as above, carrying the U. S. Mails. For freight or passage, having splendid accommodations, apply on board or to I. C. HARRIS, 57 Camp street.

A steamship of this line will leave every Thursday and Sunday mornings for the above ports. au8

NEW YORK.

FOR NEW YORK—REGULAR LINE OF Packets—The A1 packet ship Forest City, Capt. Tyler, having most all her cargo engaged will have quick dispatch. For balance of freight or passage apply to
je3 GEO. W. HYNSON & CO., 82 Camp street.

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
jy29 J. H. BASS, 119 Common street.

FOR NEW YORK, first vessel.—THE A No. 1 packet bark F. H. Fanning, loading at Post 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.

BOSTON.

FOR BOSTON—REGULAR LINE Packets. The fine, fast sailing packet ship Stephen Baldwin, Flagg, master, having most of her cargo engaged, will have dispatch. For balance of freight, apply to GEO. W. HYNSON & CO., 82 Camp st.
For passage, having fine accommodations, apply on board, Post 28, Second District. au9

FOR BOSTON—REGULAR LINE OF Packets—The regular packet ship Hartley, A. Howe, master, is now loading and will have quick dispatch. For balance of freight apply to
GEO. W. HYNSON & CO.,
jy28 82 Camp street.

To sail in a few days.

FOR BOSTON—DISPATCH LINE—THE very fast sailing regular packet ship John and Albert, Capt. Thacher Gorham, having the greater part of her cargo engaged will sail as above. For balance of freight, apply to S. JONES & CO., 21 Gravier st.
For passage, apply to the captain on board, Post 19, First District. jy29

FOR BOSTON—REGULAR LINE—The A1 clipper schooner Jas. Miller, Paine, master, having most of her cargo engaged will have quick dispatch. For balance of freight apply to
au4 GEO. W. HYNSON & CO., 82 Camp st.

FOR BOSTON—REGULAR LINE—The packet bark Uncle Sam, Cole, master, having most of her cargo engaged, will have quick dispatch. For balance of freight or passage, apply to
S. L. & S. L. LEVY,
or to GEO. W. HYNSON & CO.,
au6 82 Camp st.

PHILADELPHIA.

FOR PHILADELPHIA—REGULAR Line Packet—The A1 clipper bark Fred. Lenning, Sumner, master, having a large portion of her cargo engaged, will sail in a few days. For balance of freight, apply to GEO. W. HYNSON & CO.,
82 Camp street.
For passage, having superior accommodations, apply on board, Post 24, First District. au5

FOR RAFFLE—THE ENTIRELY NEW light draft clipper built schooner "L. GAGNET," now lying at the lower Picayune tier, Second District. This vessel was built in Warsaw, Ill., this year, and has just sailed down the river. This is a superior craft in every particular, suitable for the Havana or Mexican trade, and is now ready for sea, and will be raffled as soon as the requisite number of chances have been subscribed for. Tickets may be obtained on board the vessel at the L. P. T., or of
LOUIS GAGNET,
jy12 tf Carondelet Canal Office, Old Basin.

STEAMBOAT DEPARTURES.

MEMPHIS PACKETS.

MEMPHIS PACKET LINE.........U. S. MAIL.

SUMMER ARRANGEMENT.

Prompt Regular and Reliable!
THE MEMPHIS AND NEW ORLEANS PACKET COMPANY.

Have adopted the following Schedule for the Summer of 1859—one of their boats leaving New Orleans EVERY MONDAY, WEDNESDAY and FRIDAY, At 5 P. M., viz:

Steamer Capitol.............J. D. Clarke, master.
July 27th, Aug. 8th, 15th, 24th Sept. 2d, 12th, 21st.
Steamer Messenger.............W. L. Miller, master.
July 20th and 29th, Aug. 8th, 17th, 26th, Sept 5th, 14th, 23d.
Steamer Alice Vivian.............S. W. Abels, master.
Aug. 1st, 10th, 19th, 29th, Sept. 7th, 16th 26th.
Steamer Rapides.............C. J. Barstow, master.
July 26th, Aug. 3d, 12th, 22d, 31st, Sept. 9th, 19th, 28th.

CHOICE OF ROUTES FROM MEMPHIS.

GREAT SOUTHERN MAIL ROUTE, —For the— EAST AND NORTH! —VIA— MEMPHIS AND CHARLESTON RAILROAD

And continuous Railway connections through East Tennessee and Virginia, to NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, PETERSBURG, LYNCHBURG, ATLANTA, NASHVILLE, VIRGINIA SPRINGS, etc.

Express mail trains leave Memphis morning and evening making sure connections through to New York.

THE GREAT NORTHERN ROUTE. —VIA— MEMPHIS AND OHIO RAILROAD. And its Connections TO CAIRO.

Thence to all Eastern Cities, and to ST. LOUIS, LOUISVILLE, CINCINNATI, CHICAGO, ST. PAUL, BUFFALO, NIAGARA FALLS, ETC.

Express trains leave Memphis morning and evening, making close connection through to all points.

Passengers Ticketed through by either route.

Baggage checked through from Memphis, and no charge made for handling.

Tickets good for any length of time.

For freight or passage, and through tickets, apply to
J. H. FRELIGH, General Agent,
Memphis Packet Office, St. Charles Hotel, left wing.
WM. INSLEE, Passenger Agent. a26

Leaves on WEDNESDAY, August 10, at 5 o'clock, P. M.

MEMPHIS AND NEW ORLEANS U. S. mail packet line—For Memphis and the Bends—The first class packet steamer Messenger, Capt. W. L. Miller, will receive freight on Saturday morning, from the foot of Girod street, and will leave as above. For freight or passage apply on board or to
J. H. FRELIGH,
Office under the St. Charles Hotel.

This line connects at Napoleon with regular packets for White and Arkansas rivers, and at Memphis with superior packets for St Louis and Louisville.

Adams' Express carried regularly by this line. au1

Leaves FRIDAY, August 12, at 5 P. M.

MEMPHIS AND NEW ORLEANS Packet Line—United States Mail Packet—For Memphis and the Bends—The fine and fast, splendid steamer Rapides, C. J. Barstow, master, leaves as above, and will be ready to receive freight on Wednesday morning, at the foot of Girod street. For freight or passage, apply on board, or to
J. H. FRELIGH.
Memphis Packet Office, under the St. Charles Hotel.

This line connects at Napoleon with regular packets for the Arkansas and White rivers and at Memphis with the superior packets for St. Louis and Louisville.

Adams' Express carried regularly by this line. au5

Leaves on MONDAY, 8th inst., at 5 P. M.

MEMPHIS AND NEW ORLEANS U. S. mail packet line—For Memphis and the Bends—The fine passenger steamer Capitol, Capt. J. D. Clarke, will take freight from the foot of Girod street, and will leave as above. For freight or passage apply on board, or to J. H. FRELIGH,
Office under St. Charles Hotel.

This line connects at Napoleon with regular packets for White and Arkansas rivers, and at Memphis with superior packets for St. Louis and Louisville.

Adams' Express carried regularly by this line. jy26

OHIO RIVER.

Leaves on TUESDAY, 9th inst., at 5 P. M.

FOR LOUISVILLE.—THE FINE regular passenger packet Fanny Bullitt, L. B. Dunham, master, will leave for the above and all intermediate landings as above. For freight or passage apply on board.

VIRGINIUS C. DENTZEL,
au1 Advertising Agent.

LOWER MISSISSIPPI.

UNITED STATES SEMI-WEEKLY MAIL LINE TO VICKSBURG.

Leaves on THURSDAY, at 5 P. M.

The magnificent U. S. mail packet Grand Duke, Capt. J. M. White, master, in place of the steamer Vicksburg, while being repaired, will leave for Grand Lake, Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton, Vicksburg, Milliken's Bend, Lake Providence, Stack's Island Landing, Skipwith's Landing, Pilcher's Point, Ashton, Grand Lake, Lake Washington, Carolina Landing and Point Worthington, every THURSDAY, at 5 P. M.

The steamer Vicksburg will take freight for Yazoo River, to be reshipped on steamers Dew Drop and Home.

Leaves on SATURDAY, at 5 P. M.

The magnificent U. S. mail packet Lucy Holcombe, F. A. Sherman, master, will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg, every SATURDAY, at 5 P. M.

The L. H. connects at Vicksburg with steamer Dew Drop, and will take freight for all landings on the Yazoo River as high as Greenwood, at high water rates, without detention.

The above mentioned splendid passenger packets will leave on their regular days, without fail, at the hour appointed. All business entrusted to their care will be promptly and faithfully attended to.

These boats will not be responsible for any letter or package containing money, jewelry or other valuables, unless regular bills of lading are taken, specifying the contents and value, and the freight paid; nor for any valuables deposited with the clerk by the passengers, or contained in their baggage.

For freight or passage apply on board, or to
J. J. PERSON & CO.,
je15 tf Corner of Carondelet and Union streets.

Regular TUESDAY Packet.
New Orleans and Vicksburg U. S. Mail Line.

FOR DONALDSONVILLE, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg—The new steamer Charmer, Capt. W. C. Wilson, will commence her trips on the 2d of August, leaving New Orleans every TUESDAY at 5 o'clock P. M., throughout the season. D. R. CARROLL & CO., Agents,
jy29 tf 53 Carondelet street.

UNITED STATES WEEKLY MAIL LINE TO VICKSBURG. SATURDAY, at 5 o'clock P. M.

The magnificent U. S. Mail packet Lucy Holcombe, Capt. F. A. Sherman, will leave for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph, Grand Gulf, Warrenton and Vicksburg EVERY SATURDAY, at 5 o'clock P. M.

The steamer Lucy Holcombe connects at Vicksburg with the steamer DEWDROP, and will take freight for all landings on the Yazoo river as high up as Greenwood.

The above splendid passenger packet will leave on her regular day without fail at the hour appointed. All business entrusted to her care will be promptly and faithfully attended to.

This boat will not be responsible for any letter or package containing money, jewelry or other valuables, unless regular bills of lading are taken, specifying the contents and value, and the freight paid; nor for any valuables deposited with the clerk by the passengers, or contained in their baggage.

For freight or passage apply on board, or to
VIRGINIUS C. DENTZEL,
je13 Advertising Agent.

RED RIVER.

Leaves TUESDAY, 9th inst., at 5 P. M.

REGULAR SUMMER PACKET steamer Minnesota—For Alexandria, Norman's, Gorton's, Barbin's, and all way landings on Red River—The entirely new, very light, fast and elegant passenger steamer Minnesota, D. Glasscock, master, will leave as above. For freight or passage, having superior accommodations, apply on board.

VIRGINIUS C. DENTZEL,
au5 Advertising Agent.

Leaves on THURSDAY, August 11, at 5 P. M.

FOR SHREVEPORT, GRAND Bayou, Coushatta, Campte, Grand Ecore, St. Maurice, Alexandria, Norman's, Gorton's, Barbin's and all intermediate landings on Red River—The fast running elegant passenger packet steamer Red Chief, John C. Greeff, master, will leave as above. For freight or passage, apply on board.

VIRGINIUS C. DENTZEL,
jy29 Advertising Agent.

Leaves every SATURDAY, at 5 P. M., positively.
G. L. Kouns & Bros. Low Water Summer Through Line.

ERA No. 3. FOR SHREVEPORT direct—Transferring her trip to Era No. 2, at the Falls, on Tuesday, arriving at Shreveport on Friday—Returning Era No. 2, J. W. Martin, master, leaves Shreveport every Saturday, at 5 P. M.—Transferring her trip to Era No. 3 at the Falls, on Tuesday, arriving at New Orleans on Thursday. Freight and passengers ticketed through both ways. The Era No. 3 leaves Alexandria on Tuesday evening, passing Mouth Red River, Morgan's Bend, Bayou Sara and the Coast, every Wednesday, calling for all hails on the Coast. Will take back freight and passengers for all way landings on the Coast and Old River.

For further information, apply to either captain on board.
VIRGINIUS C. DENTZEL,
au1 Advertising Agent.

FOR OPELOUSAS.

Leaves every WEDNESDAY, at 5 P. M.

FOR OPELOUSAS—The steamer Aline, J. E. Louallier, master, (in place of the Anna Perret) will leave as above, taking freight for Old River, Simsport, and all the landings on the Atchafalaya; and also taking passengers for Donaldsonville, Plaquemine, Baton Rouge, Port Hudson, Bayou Sara, Morganza, and Mouth of Red River. For freight or passage, apply on board, or to J. M. JOHNSTON,
au3 No. 3 Front Levee, near Customhouse street.

TENSAS.

Leaves on SATURDAY, August 13th, at 5 P. M.

FOR LOWER TENSAS, UPPER Tensas, (as high as Mount Bayou) Bayou Mason, and all way landings on Black River. The extremely light draught steamer Saline, Geo. Miller, master, Wm. T. Miller, clerk, will leave as above. For freight only, apply on board.

VIRGINIUS C. DENTZEL,
jy25 Advertising Agent.

ALABAMA RIVER.

FOR BLADON AND CULLUM SPRINGS—The steamer Advance, Samuel Ables, master, will leave Mobile for Bladon and Cullum Springs and Demopolis every Saturday evening, at 4 o'clock.

—Returning—

Leave Bladon and Cullum Springs every Wednesday evening, at 4 o'clock, arriving in Mobile every Thursday morning, at 6 o'clock.

For passage, apply to T. B. SMITH, 4 Tchoupitoulas street,
je25 4m or SIMPSON & COOKE, Mobile.

BORGES EXPRESS—

TO LAKE SHORE TRAVELERS.

The subscriber is prepared to do a general City Express in connection with the Mobile and Lake Shore packets on the Pontchartrain Railroad, having the exclusive privilege of the road. Families going across the Lake, by leaving their orders for the transportation of baggage at the office of James Innes, Pontchartrain Railroad depot, and Mr. Whittemore, Lake End, will be promptly attended to. my9 4m

S. JONES & CO., SHIPPING AGENTS AND COMMISSION AND FORWARDING MERCHANTS, No. 21 Gravier street.

ADVANCES.

We will make liberal advances on consignments of Merchandise to our friends in London, Liverpool, Boston, New York, Philadelphia, Baltimore and Charleston.

a5 S. JONES & CO.

LARD OIL—30 bbls. choice Cincinnati Winter Strained, for sale by A. H. KENNEDY & CO.,
a21 20 Poydras street.

STEAMBOAT DEPARTURES.

UPPER MISSISSIPPI.

GREAT CENTRAL ROUTE
—For all Points—
NORTH AND EAST!

One of the following SPLENDID PASSENGER STEAMERS will leave New Orleans as follows:

Imperial.............Capt. C. S. Rogers.
Aug. 8 and 28, Sept. 17, Oct. 7 and 27, Nov. 16, Dec. 5.
J. C. Swon.............Capt. Isaac H. Jones.
Aug. 10 and 30, Sept. 19, Oct. 9 and 29, Nov. 18, Dec. 8.
Hiawatha.............Capt. E. F. Dix.
Aug. 12, Sept. 1 and 21, Oct. 11 and 31, Nov. 20, Dec. 10.
New Falls City.............Capt. J. B. Woods.
Aug. 14, Sept. 3 and 23, Oct. 13, Nov. 2 and 22, Dec. 12.
A. T. Lacey.............Capt. Geo. Taylor.
July 29, Aug. 18, Sept. 17, 27, Oct. 17, Nov. 6, 26, Dec. 16.
John Walsh.............Capt. Jno. Malloy.
July 31, Aug. 20, Sept. 9, 29, Oct. 19, Nov. 8, 28, Dec. 18.
City of Memphis.............Capt. James Kerr, Jr.
Aug. 2 and 22, Sept. 11, Oct. 1 and 21, Nov. 10, 30, Dec. 20.
Wm. M. Morrison.............Capt. Jno. N. Bofinger.
Aug. 4 and 24, Sept. 13, Oct. 3 and 23, Nov. 12, Dec. 2, 22.
Gladiator.............Capt. Jno. Klinefelter.
Aug. 6 and 26, Sept. 15, Oct. 5 and 25, Nov. 14, Dec. 4, 24.

Passengers can rely upon the boats leaving as advertised and making DIRECT connections at
VICKSBURG
—With the—
NEW ORLEANS AND JACKSON RAILROAD;
—At Cairo with the—
ILLINOIS CENTRAL RAILROAD;
—At St. Louis with the—
OHIO & MISSISSIPPI, INDIANAPOLIS AND BELLEFONTAINE and all other Railroads for all points,
North and East.

TICKETS by the Jackson Railroad for sale at this office.

Fare as Cheap, Time as Quick
AND WITH LESS CHANGES
THAN BY ANY OTHER ROUTE!

TICKETS GOOD UNTIL USED.

For correct information or Through Tickets apply at the office of the
RAILROAD LINE PACKETS,
No. 61 Camp street,
corner of Commercial Place.
CLIFFORD G. WAYNE,
General Agent.
J. F. ALLEN,
General Freight Agent.
E. W. GOULD, Superintendent. my24 tf

Leaves on WEDNESDAY, August 10th, at 5 P. M.
St. Louis, Cairo and New Orleans Railroad Line.

FOR ST LOUIS—CONNECTING AT Cairo with the Illinois Central, and at St. Louis with the Ohio and Mississippi Railroad—The regular passenger packet steamer J. C. Swon, I. H. Jones, master, will leave for St. Louis and all intermediate landings as above. For freight or through tickets to all points, North, East or West, apply on board.

Planters and shippers can rely on the punctuality of this steamer.

No berths considered engaged until paid for.

A plan of the cabin can be seen and staterooms secured by applying at the Company's office, 61 Camp street, corner of Commercial Place.

VIRGINIUS C. DENTZELL
au2 Advertising Agent.

The above steamer will take freight for Memphis, Vicksburg, Natchez and all the Bends, and will pay strict attention to all way and plantation business.

Leaves on FRIDAY, August 12th, at 5 P. M.
St. Louis, Cairo and New Orleans Railroad Line.

FOR ST. LOUIS—CONNECTING AT Cairo with the Illinois Central, and at St. Louis with the Ohio and Mississippi Railroad—The fine regular passenger packet Edward J. Gay, Bart Bowen, master, will leave for St. Louis and all intermediate landings as above. For freight or passage apply on board.

Passengers and shippers can rely on the punctuality of this steamer.

No berth considered engaged until paid for.

A plan of the cabin can be seen and staterooms secured by applying at the Company's Office, 61 Camp street, corner of Commercial Place.

VIRGINIUS C. DENTZEL,
au8 Advertising Agent.

The above steamer will take freight for Memphis, Vicksburg, Natchez and all the Bends, and will pay strict attention to all way and plantation business.

Leaves on SUNDAY, August 14th, at 10 A. M.
St. Louis, Cairo and New Orleans Railroad Line.

FOR ST. LOUIS—CONNECTING AT Cairo with the Illinois Central and at St. Louis with the Ohio & Mississippi Railroad—The fine regular passenger packet steamer New Falls City, J. B. Woods, master, will leave for St. Louis and all intermediate landings as above. For freight or passage apply on board.

Passengers and shippers can rely on the punctuality of this steamer.

No berth considered engaged until paid for.

A plan of the cabin can be seen and staterooms secured by applying at the Company's office, 61 Camp street, corner of Commercial Place.

VIRGINIUS C. DENTZEL,
au8 Advertising Agent.

The above steamer will take freight for Memphis, Natchez, Vicksburg, and all the Bends, and will pay strict attention to all way and plantation business.

ATTAKAPAS.

U. S. MAIL LINE FOR ATTAKAPAS, Daily, in connection with the N. O., O. and G. W. Railroad—The fast steamer T. D. Hine, J. J. Atkinson master, built expressly for passengers and light freight, will connect with the Opelousas Railroad, leaving Berwick's Bay daily for Pattersonville, Centreville and Franklin, and will extend her trips on Tuesdays, Thursdays and Saturdays to Charenton, Jeanerette and New Town, connecting at the latter place with four-horse mail coaches for St. Martin, Lafayette, Grand Coteau, Opelousas and Washington.

Running time from New Orleans to Washington twenty-six hours, being the quickest route traveled.

As the T. D. Hine leaves the Railroad daily, she offers better facility for delivering up-freight than any boat in the trade for all points as high as Franklin.

Shippers will please name the boat on their dray receipts.
je13 tf

OUACHITA RIVER.

Leaves THURSDAY, 11th inst., at 5 P. M.

REGULAR LOW-WATER PACKET—For Trenton, Monroe, Columbia, Harrisonburg, Trinity and all intermediate landings on Ouachita river—The very light draught, splendid packet steamer Rock City, J. W. Moore, master, Frank Moore, clerk, drawing only 15 inches, will leave as above. For freight or passage apply on board.

VIRGINIUS C. DENTZEL,
au8 Advertising Agent.

Leaves every SATURDAY, at 5 P. M.
New Orleans, Monroe and Trenton Regular Packet.

FOR TRENTON, MONROE, PINE BLUFFS, Castor Landing, Columbia, Harrisonburg, Trinity, and all intermediate landings on Ouachita and Black Rivers—The new, elegant and swift running passenger packet Telegram, John W. Tobin, commander, G. P. Work, clerk, leaves as above, in place of the R. W. McRae, at 5 o'clock, P. M. For freight or passage apply on board.

VIRGINUS C. DENTZEL,
fe7 Advertising Agent.

Freight taken for Bayous Bartholomew and d'Arbonne, with privilege of reshipping.

BAYOU SARA.

BAYOU SARA MAIL COMPANY.
FOR BAYOU SARA AND THE COAST.

Steamer D. F. KENNER, Captain Vincent, leaves New Orleans for Bayou Sara and the Coast, every Sunday, Wednesday and Friday at 9 o'clock.

The freight packet GROSSE TETE leaves New Orleans every Monday and Friday at 5 P. M.

J. A. COTTEN, Agent,
No. 1 Tchoupitoulas st.

A clerk ALWAYS on the Levee to receive freight for the above boats. je6 4m*

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J. S. SIMONDS & CO.,
No. 10 Canal street, No. 9 Crossman street and No. 4 New Levee street,
Copper, Tin and Sheet Iron Worker,
Brass Founders and Finishers, and Manufacturers of Steam Trains, Clarifying and Evaporating Pans, Filterers, Juice Pans, Chimneys and Breeching, Steamboat and Plantation Blacksmithing.

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References—A. J. Tully & Co., Campbell & Strong, J. Burnside & Co., C. H. Slocomb & Co., W. A. Violett & Co., R. W. Rayne, Searing & Scott, New Orleans; Hudson, Robertson & Co., Wm. Wray & Co., New York; J. B. Lippincott & Co., Philadelphia. my20 1y*

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