

NEW ORLEANS DAILY CRESCENT

PUBLISHED EVERY DAY, SUNDAY EXCEPTED, BY J. O. NIXON, AT NO. 70 CAMP STREET.

VOLUME XII.

WEDNESDAY MORNING, NOVEMBER 30, 1859.

NUMBER 228.

Magnificent Display

—ELEGANT—
VELVET PELISSES, POINTS, BURNOUS
AND CLOAKS.
Much under Regular Prices!

JOHN TODD,
19 & 21... CHARRAS STREET... 13 & 14
WEDNESDAY MORNING, 30th Nov., 1859.

CHOICE PARISIAN SHAPES

REAL LYONS VELVET, CLOTH, SILK AND PLUSH
CLOAKS, BURNOUS, MANTLES, POINTS,
PELISSES, etc., etc., etc.

NEW, LATEST AND FASHIONABLE STYLES IN

ELEGANT WINTER BONNETS,
RICH BRIDAL BONNETS,
RIDING HATS,
MISSES' AND CHILDREN'S HATS,
HOSIERY MATERIALS,
FLUDES, FLOWERS, RIBBONS,
HEAD DRESSES,
WRISTBANDS, etc., etc., etc.

The Question Settled.

RECEIVED THE FIRST PREMICS
—At the—
Late New Jersey State Fair, 1859,
—And at the Fair of the—
American Institute of New York, 1859!

First, with regard to the First Premium awarded at the late New Jersey State Fair:

Every person acquainted with the late machinery will be able to give the preference to the one which has been awarded the honor of first prize, and consequently there must be a mistake somewhere. Each party may be partially right and yet both equally wrong.

It is a matter of fact, if we have been rightly informed, as follows:

One of the parties did receive a premium for his machine, as being superior in the execution of heavy work, and the other for his machine for sewing machines, and so each party an equally received a premium. But

THERE WAS ANOTHER SEWING MACHINE exhibited at the Fair, any one of which appears to be generally favored by the public. It certainly would appear to be the best of the kind, and it is a pity that it was not awarded a premium. It was a machine which was exhibited at the Fair, and it is a pity that it was not awarded a premium. It was a machine which was exhibited at the Fair, and it is a pity that it was not awarded a premium.

FINKLE SEWING MACHINE

Manufactured by FINKLE & LYON, of New York, was AWARDED THE HIGHEST PREMIUM!

—At the—
COMBINE IN ONE MACHINE
—The ability to—
DO ALL KINDS OF WORK—HEAVY, MEDIUM AND LIGHT.

The only general purpose SEWING MACHINE for Family use, and for all manufacturing purposes.

Now with regard to the FAIR OF THE AMERICAN INSTITUTE OF NEW YORK, 1859:

In a circular published on November 10, we found an official list of the higher premiums awarded at the Fair, and as communicated to this paper by W. B. Leonard, Esq., Secretary of the American Institute, it will there be seen that the FINKLE & LYON SEWING MACHINE was awarded the highest premium.

The Highest Premium

A LARG SILVER MEDAL,
for the FINKLE & LYON SEWING MACHINE, for Family use and Light Manufacturing purposes. Also, ANOTHER SILVER MEDAL, for heavy and general manufacturing purposes.

But we do not wish to be understood as saying that the FINKLE & LYON SEWING MACHINE is the best of the kind, or that it is superior to any other sewing machine in the market. We only wish to say that it was awarded the highest premium at the Fair, and that it is a machine which is well adapted for family use, and for all manufacturing purposes.

Hobbold's Buchs.

Read! Read! You are called to read the following notice of a certain book, which is now in the hands of the publishers, and which is well adapted for family use, and for all manufacturing purposes.

Hobbold's Buchs, is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes. It is a book which is well adapted for family use, and for all manufacturing purposes.

New Orleans Daily Crescent.

WEDNESDAY MORNING, NOVEMBER 30, 1859.

THE SOUTHERN PACIFIC RAILROAD.

The telegraph from Louisville enabled us to lay before our readers yesterday morning the most cheering news from the Southern Pacific Railroad Convention in Louisville. Dr. Fowler's exposition of the entirely satisfactory status of the affairs of the road, its freedom from all indebtedness and encumbrances, exercised their reasonable and proper influence in the altered community of Louisville, in the adjustment of the Convention \$150,000 was enthusiastically subscribed, which, added to the \$100,000 previously raised elsewhere by sales of stock at par, completed the amount of \$250,000 for immediate prosecution of the work of construction, upon the raising of which Mr. Thompson made his acceptance of the Presidency conditional. Yesterday President Fowler's great work accomplished, was to leave Louisville for Nashville, whence he would proceed direct to Philadelphia for the purpose of surrendering the presidency to Mr. Thompson, elected at the meeting of Directors in Marshall, on the 20th of the month, as his successor.

This is a very good news, indeed, which announces the satisfactory pecking of the first great and real step toward the prosecution of this long projected and now just actually begun enterprise, about which so much has been said and written by us and others, and we hazard the repeating of something said and written by ourselves and others in continuing to press the subject upon the attention of our readers. But we count it now justly begun, and with this auspicious beginning we commence a new volume on the subject, for we are confident that the future of New Orleans that we cheerfully run the risk of pressing into the service the thoughts of others and of repeating our own. We are the more willing to seem to overdo the subject because of our sympathy and admiration for the heroic spirit who, almost unaided, removed from the enterprise the mountain load of difficulties and embarrasments which had been accumulating upon it from its very birth until they had assumed the proportions of a seemingly fatal incubus. For the accomplishment of this, well do we deserve the title of hero, if the term signifies one who does what no one else can do. It is a matter of vast importance to the city that the courage, talent and indomitable energy displayed by the master spirit of this great work have failed to call forth the universal cooperation of the community, and that we are in the assistance the substantial help so much needed. This is the more remarkable since the undertaking is, by unanimous consent, a feasible one, and of the greatest importance in a local as well as national aspect. It seems to argue an inability to appreciate the labors of public benefactors, or a decline of that spirit of generous ardor which we are wont to ascribe to our people. It is not a time for the country, our Southern brethren, to be divided by or neglect the labor and sacrifices of her practical men whose talents are given for the promotion of her material progress. In doing so she discourages the efforts of her most valuable citizens, and encourages the idea of that lack of enterprise and indifference to the public well which her services would signify.

But it was not our intention, in recurring to this, to write an eulogy of the President of the Company, nor to speak in general terms of the enterprise. It is rather our purpose to press home upon our readers reasons why they should now take this project into their most favorable consideration. It is manifest to every one familiar with the commerce and resources of New Orleans and of the country tributary to it, and with the commerce and resources of other cities and sections of the Union, that it is far behind in these respects, and that the increasing progress in this age, even in localities where natural advantages are as abundant as they are with us. And it is no less manifest that we are behind other cities in that natural growth which it was but reasonable to expect. The rapid and forced growth of some of the cities we have in our mind is not at all to be envied, but the steady and healthy growth of others is much to be desired. Why is it that New Orleans is well high stationary in the agricultural region which grows its abundant harvests into her lap, it rapidly widening and improving?

It is one of the most striking things imaginable that the immense increase of wealth in the South and South-West, and the tide of emigration thence during the past twenty years, have not affected the commerce and population of New Orleans more sensibly than they have. The chief reason for this is that the city has not kept pace with the country in enterprise. It is an accounting to regard our agricultural products as standing in enterprise, but this is far from being true to the fact. In their line of enterprise they are in advance of the city. Had the city kept pace with the country the sea of her merchant fleet would whiten every sea, lines of steamers would connect her with all important commercial points on the other side of the Atlantic, her swift trains of cars be courting every plain and penetrating the forests in many different directions; factories would be singing the songs of industry and comfort to thousands of cunning-handed artisans, and the roar of the commerce of a city of half a million of inhabitants would be heard by the stranger as he approached her crowded wharves. In fact, may we not say with truth that whatever of growth we claim is usually attributable to the fact that more men have been engaged in the increasing crops of our planters. Nature had done so much for the city that our people fell into the error that nature would do all unaided, and we have got along pretty well, but how much better might we have progressed!

Is New Orleans fulfilling her destiny? Is this commercial position, the gateway to the Gulf and the great Valley of the Mississippi, to be left to decay, and to be a mere warehouse and place for transshipment? If content to be only this, she will not become, and deservedly so, a by-word to the world, and a reproach to the country? But cannot a new policy be inaugurated—a policy which shall render her the peer of the great cities of the country? Unquestionably it can; but there must be a radical change in the views of those who have the power, who hold the purse strings, who represent and should influence capital. A closer identity with the paramount interests of the city must be felt, less dependence upon and deference to the great markets of the North must be entertained, and a wider range of vision cultivated—such a range as shall, looking even backward, pierce into the almost untraced veins of the illimitable Southwest, to which New Orleans is destined to be all that New York is to the North and East, and indeed, the South up to this time. Had New York or Boston been rich and undeveloped a field, would they, think you, be half a dozen years making up their minds to look about penetrating it with a railroad? Rather would it not have been built in the time we have been only thinking about it?

Our people have been contented to the great and grand in nature, and all of our enterprises and public works should be upon the same model. The mighty river that rolls its majestic sweep before them should pattern the scale upon which our enterprises should be modeled. The projects of the New Orleans, Jackson and Great Northern, and the New Orleans, Opelousas and Great Western railroads, did well in affixing these grand titles, even if they were in falling to keep it; but the mind stretched to the utmost limit of their enterprises. When they began to shorten the view, to circumscribe the limit, public interest began to flag. Nothing small will command and enlist deep

Interest in New Orleans.

Her charities are broad, her public buildings are large and imposing, and her warehouses are immense! Upon the same scale must anything be projected to be successful. Our ideas are of the largest kind, and our ability is commensurate with them, if we only know it.

This we claim that the Southern Pacific Railroad is an enterprise so calculated to collect the interest and support of the citizens of New Orleans, if they will but reflect upon its magnitude and its importance to our city. Its direct connection with New Orleans can be seen in the navigation of Red River and the extension of the Opelousas Railroad. It will be coming in time but another Mississippi river, as it were, flowing down from the Rocky Mountains, swollen in its course by numerous tributaries, bearing upon its current the trains of travelers of empire, to be poured into the lap of New Orleans, and New Orleans will truly be the giant city of commerce when she shall reach North and Northwest with her great river and great Northern Railroad, and South and Southwest with her Tehachaptec route and her great Southern Railroad. These mighty arteries of hers, which will grow to their destined proportions, will bear to the city the most important and near cities, and make her the grandest and most commanding social, political and commercial center of the world.

TALK ON CHANGE.

Yesterday opened with dark and lowering weather—it had no effect, however, on general operations. The many arrivals of steamboats from the past three days served to keep up activity and interest in the New Orleans market.

Fullon and New Lewis street are now considerable stir. Flour, corn, pork, bacon and lard, command considerable respect. Our good friends on Carondelet street and environs must not commit themselves to the idea that their locality rules empire. It is impossible for King Cotton to rule without the appliances of hominy and bacon, or corn and pork; therefore, it is with great pleasure we can talk of an improvement in the great Western trade, and the passage of boats drawing near within a brief period of time. The arrival from the West regarding a rise in the Ohio river and tributaries, also the Upper Mississippi and the great Missouri, are highly encouraging. If a rise takes place sufficient to create an ordinary current, it will require a very cold spell of weather to freeze the water and cause an ice embargo. We learn that there has been a rise in the Arkansas river sufficient to admit the passage of boats drawing three feet water to Little Rock and above. This will lead to large shipments of produce here. There is some talk that the enterprising citizens and merchants of Memphis are securing a large share of the Arkansas trade. There is some foundation for this belief. For instance, there is a tri-weekly, and more than that, tri-weekly weekly communication between Arkansas river and Memphis, led about the same communication to points from Helena and above.

Our talk is drifting away from Carondelet street to Arkansas. We cannot overlook the great centrality of cotton, exchange and freight engagements. Notwithstanding the cloudy aspect of the weather, the gatherings were numerous, and there were several negotiations in the staple at prices including in favor of buyers, for full details of which reference is made to our commercial column. It is suggested to the proprietors of the many fine stores and buildings on Carondelet street, that they erect a verandah to every building the entire distance from Canal to Poydras street. This would be highly advantageous, and afford many conveniences. For instance, the rays of the sun would be avoided, and wish-very weather—similar to that of yesterday—would admit the daily talk to be carried on without interruption. The good dry-goods interest, ever alive to what is commensurate to its benefit, are erecting spacious balconies and verandas on Canal street. It behooves the proprietors of Carondelet street property to follow suit. There are also some talk and many allusions to an Exchange. The mechanics and artisans of our city are far in advance of our merchants. They have a very commodious and convenient resort on St. Charles street, which is highly creditable to the industrial body of citizens. Our merchants have been very successful in their dealings with the country, and have been very successful in their dealings with the country, and have been very successful in their dealings with the country.

Contradiction of Kit Carson's Death.

WASHINGTON, Nov. 29.—The death of Kit Carson, the trapper and explorer, who was reported to have died at Tucson, New Mexico, some days ago, has been contradicted by Judge Watts, who has just arrived here direct from New Mexico.

Counterfeits on the Bank of Philadelphia.

PHILADELPHIA, Nov. 29.—There are numerous dangerous counterfeiters in circulation here, consisting of fifties and hundreds on the Bank of Philadelphia.

Domestic Intelligence.

WASHINGTON, Nov. 29.—The death of Kit Carson, the trapper and explorer, who was reported to have died at Tucson, New Mexico, some days ago, has been contradicted by Judge Watts, who has just arrived here direct from New Mexico.

Death of Washington Irving.

NEW YORK, Nov. 29.—Washington Irving, the popular author, died in this city last evening. Our dispatch does not state what he died of.

Failure of Cotton Operators.

NEW YORK, Nov. 29.—The cotton operating firm of A. McConochie & Co. failed here to-day on account of failing to meet New Orleans drafts.

New Orleans Mails for Europe.

NEW YORK, Nov. 29.—The latest New Orleans mails for Europe which go out in the steamship Canada, which sails to-morrow for Liverpool, are those of the 25th.

Arrival of the Indian Mail.

PORTLAND, Me., Nov. 29.—The steamer Admiral has arrived here from the wreck of the steamship Hopedale, bringing her mails and several passengers from the wreck.

New York Money Market.

NEW YORK, Nov. 29.—Sterling exchange is quoted at 109 for Bankers' bills, with a fair demand. Liverpool freights are unchanged.

Domestic Markets.

NEW YORK, Nov. 29.—The cotton market closed dull. Sales to-day consist of 12,000 bales. Middling Orleans is quoted at 11 1/2. Flour closed dull. Sales to-day amount to 19,000 barrels, at \$5 to \$5 80 for Southern brands. Corn closed dull. Sales to-day amount to 12,000 bushels. New white is quoted at 81c. Pork closed at 24c. Sugar closed at 11c. Molasses is quoted at 51c. Lard is quoted at 12c. Malt is quoted at 54c. Linseed Oil is quoted at 52c.

New York Circular.

NEW YORK, Nov. 29.—Wright's Circular, which goes out by the next steamer for Europe, says that there is only a moderate business doing in cotton. Prices are in favor of the seller. Middling Orleans is quoted at 11 1/2.

Receipts for the past week at this port amount to 12,000 bales.

The stock on hand amounts to 36,000 bales. Wetherapson, Kingstam & Co.'s circular, which goes out by the next steamer, says that cotton has declined, and falling at 11c. The circular quotes Middling Orleans at 11 1/2.

Liverpool freights are doing a good business and are firm.

Sterling exchange is quoted at 109-110 to 109 1/2. CINCINNATI, Nov. 29.—The Flour market closed buoyant; sales to-day consist of 1400 bbls. at \$5 to \$5 10 for superfine. The Whisky market is unchanged. Western Meek Pork is quoted at \$10 to \$11. Lard is quoted at 10 to 10 1/2. Sugar closed firm at 7 1/2 to 8 1/2. Molasses is quoted at 45c. Coffee is quoted at 11 1/2 to 12c.

River Intelligence.

LOUISVILLE, Nov. 28.—The Ohio river at this point is falling slowly, with 6 feet on the falls. St. Louis, Evening, with 6 feet on the falls. One foot at this point during the past 24 hours.

Viennese Nov. 29.—The steamer Natchez passed down at 4 o'clock this afternoon.

LOUISVILLE, Nov. 29.—The Ohio river at this point is falling slowly, with six and a half feet water in the canal.

CREDIT BALANCE.

We call the attention of the trade to the sale of black silk, satin, de-laine, ribbons, dry goods, etc., at the store of J. O. Nixon, at the corner of St. Charles & Louisiana, No. 70 Camp street. Auctioneers at sale.

TELEGRAPHED TO THE NEW ORLEANS CRESCENT.

FOUR DAYS LATER FROM EUROPE.

ARRIVAL OF STEAMSHIP NORTH BRITON.

REGENCY OF CENTRAL ITALY.

COTTON MARKET GENERALLY UNCHANGED.

DOMESTIC AND NATIONAL INTELLIGENCE.

BY THE NATIONAL INTELLIGENCE.

PORTLAND, Me., Nov. 29.—The steamer North Briton, Capt. Grange, has arrived at this port. She left Liverpool on Wednesday, the 16th inst. Her passengers are therefore four days later than were brought by the Circassian and Africa.

LIVERPOOL, Nov. 29.—The sales of Cotton for the three business days since the sailing of the last steamer amount to 19,000 bales. The sales for the last two days, Monday and Tuesday, were limited to 15,000 bales, of which speculators and exporters took about 10,000 bales. The market closed dull at generally unchanged quotations. There was, however, but little enquiry, and prices at the close were about the same. Middling Orleans 11c, Middling Mobile 10c, Middling Uplands 8c. The advices from America being favorable, including a heavy crop, checked operations.

The advices from Manchester and other manufacturing districts continue to be very favorable. Manufacturers were fully occupied and holders of goods and yarn demand a still further advance.

LOUISVILLE, Nov. 16.—The funds have again become depressed, owing partly to the unsettled state of political affairs on the continent. A decline of 1/4 is reported.

Consols for money closed at 94 1/2. LIVERPOOL, Nov. 16.—The Liverpool Breadstuffs market generally closed with an advancing tendency, nearly every description having slightly advanced since the sailing of the Africa.

The advancing pretensions of holders has checked operations. Corn closed quiet, but with slight improvement in demand.

The Provision market generally closed dull, all quotations were firm at previous quotations. The Cunard steamship Europa arrived at Liverpool from New York on the 13th.

The steamship Hammonia, from New York, arrived on the 15th. The steamship Angulo, from Quebec, arrived at Liverpool on the morning of the 16th.

The general and political news by the North Briton possesses few features of special importance.

Advices from Turin state that Prince Carignano had, in accordance with the wishes of King Victor Emmanuel, declined the Regency of Central Italy, which had been offered him by the provisional assembly.

Upon the refusal of Prince Carignano to accept the Regency, it was tendered to the Chevalier Buoncompagni, who has accepted the honor and will enter upon the duties of his office at once.

The lateness of the hour at which the North Briton was announced precludes the possibility of forwarding full details of her news to-night.

DOMESTIC INTELLIGENCE.

WASHINGTON, Nov. 29.—The death of Kit Carson, the trapper and explorer, who was reported to have died at Tucson, New Mexico, some days ago, has been contradicted by Judge Watts, who has just arrived here direct from New Mexico.

Counterfeits on the Bank of Philadelphia. PHILADELPHIA, Nov. 29.—There are numerous dangerous counterfeiters in circulation here, consisting of fifties and hundreds on the Bank of Philadelphia.

They are so well executed as to deceive several banks of the city.

WASHINGTON, Nov. 29.—It is believed in circles likely to be well informed on the subject, that France and Spain are intriguing in Mexico affairs, with a view of establishing a monarchy in that country under their protection.

Whatever designs France and Spain may have with regard to the future form of Government in that country, there is no evidence here that England is uninterested in the scheme.

NEW YORK, Nov. 29.—Washington Irving, the popular author, died in this city last evening. Our dispatch does not state what he died of.

NEW YORK, Nov. 29.—The cotton operating firm of A. McConochie & Co. failed here to-day on account of failing to meet New Orleans drafts.

NEW ORLEANS MAILS FOR EUROPE. NEW YORK, Nov. 29.—The latest New Orleans mails for Europe which go out in the steamship Canada, which sails to-morrow for Liverpool, are those of the 25th.

ARRIVAL OF THE INDIAN MAIL. PORTLAND, Me., Nov. 29.—The steamer Admiral has arrived here from the wreck of the steamship Hopedale, bringing her mails and several passengers from the wreck.

NEW YORK MONEY MARKET. NEW YORK, Nov. 29.—Sterling exchange is quoted at 109 for Bankers' bills, with a fair demand. Liverpool freights are unchanged.

DOMESTIC MARKETS. NEW YORK, Nov. 29.—The cotton market closed dull. Sales to-day consist of 12,000 bales. Middling Orleans is quoted at 11 1/2. Flour closed dull. Sales to-day amount to 19,000 barrels, at \$5 to \$5 80 for Southern brands. Corn closed dull. Sales to-day amount to 12,000 bushels. New white is quoted at 81c. Pork closed at 24c. Sugar closed at 11c. Molasses is quoted at 51c. Lard is quoted at 12c. Malt is quoted at 54c. Linseed Oil is quoted at 52c.

NEW YORK CIRCULAR. NEW YORK, Nov. 29.—Wright's Circular, which goes out by the next steamer for Europe, says that there is only a moderate business doing in cotton. Prices are in favor of the seller. Middling Orleans is quoted at 11 1/2.

RECEIPTS FOR THE PAST WEEK AT THIS PORT AMOUNT TO 12,000 BALES. The stock on hand amounts to 36,000 bales. Wetherapson, Kingstam & Co.'s circular, which goes out by the next steamer, says that cotton has declined, and falling at 11c. The circular quotes Middling Orleans at 11 1/2.

LIVERPOOL FREIGHTS ARE DOING A GOOD BUSINESS AND ARE FIRM. Sterling exchange is quoted at 109-110 to 109 1/2. CINCINNATI, Nov. 29.—The Flour market closed buoyant; sales to-day consist of 1400 bbls. at \$5 to \$5 10 for superfine. The Whisky market is unchanged. Western Meek Pork is quoted at \$10 to \$11. Lard is quoted at 10 to 10 1/2. Sugar closed firm at 7 1/2 to 8 1/2. Molasses is quoted at 45c. Coffee is quoted at 11 1/2 to 12c.

RIVER INTELLIGENCE. LOUISVILLE, Nov. 28.—The Ohio river at this point is falling slowly, with 6 feet on the falls. St. Louis, Evening, with 6 feet on the falls. One foot at this point during the past 24 hours.

VIENNESE NOV. 29.—The steamer Natchez passed down at 4 o'clock this afternoon.

LOUISVILLE, Nov. 29.—The Ohio river at this point is falling slowly, with six and a half feet water in the canal.

CREDIT BALANCE. We call the attention of the trade to the sale of black silk, satin, de-laine, ribbons, dry goods, etc., at the store of J. O. Nixon, at the corner of St. Charles & Louisiana, No. 70 Camp street. Auctioneers at sale.

Local Intelligence.

SWORN FATHERS.—Two gentlemen, just out of their teens, residing in the Second District, respectively named Berthelet and Witt, reported to the "Oaks" on Tuesday and drew orders upon each other, the former receiving two wounds and the latter six. Berthelet's wounds are on the thigh and breast, and are severe.

KNIGHTS.—Yesterday morning Martin Joyce, living on the corner of Orange and St. John, the Irish street, made an affidavit before Recorder Monroe, charging one Joseph Laffey with entering his (Laffey's) house and assaulting and striking him with a knife. The case was ordered to be brought before the First District Court and bail in \$500 was required.

BOARDING AND BREAKING.—Jno. Blake, from "old Ireland," who has been a patron of Mr. Alexander's boarding-house, on the corner of St. Philippe and Old Levee streets, was boarded in such a manner by the host that it is possible he may yet cut his mortal shroud. It appears that Blake returned to this city of late about 11 o'clock on Tuesday night and found himself rather fatigued and his bed very much muddled, and in consequence made much noise about the latter matter; whereupon, Alexander and his minions fell upon Blake and gave him a tremendous pounding and cutting, whereby he was prostrated to such an extent that his life was in danger. He revived, however, and was taken to the Charity Hospital, where he now lies. Blake will prosecute the parties in a day or two, when they will be arrested.

ASSAULT AND BATTERY.—George W. Hart was arrested yesterday morning on Poydras street, charged with beating in a most brutal and cowardly manner one Charles Fairborn. He bruised Charles's head, closed and blacked his eyes, split his lips, swelled his nose, loosened his hair and left poor Hart very little else but a swollen and swollen appearance. Charles was taken to the Charity Hospital well mangled and mope, and is in a critical condition for recovery.

INDIAN WARFARE.—Leonard Cook, a young Indian, Mr. Buckley a tip of a hatchet, and Mr. B. introduced C. to Recorder Monroe, who will settle his hatch-et-ta.