New Orleans Daily Crescent.

THE RIVER AND MARINE DEPARTMENT.

River Intelligence.

General Remarks—Business—The Weather—Dispatch from the Planet—R. J. Lackland released at Memphis—Memorandum of the T. S. Conley—Red River still Falling—Clippings from our Exchanges—Departures To-day, etc., etc.

CRESCENT OFFICE, No. 70 Camp street, Tuesday, May 1, 1860.

The weather yesterday was clear, sunny, mild and pleasant. Business still continues very dull. The departures and arrivals were not numerous.

The John Raine and John Walsh left yesterday, with fair trips. They will await at Vicksburg for passengers that may take this evening's train of cars.

We are informed by a dispatch to Mr. James F. Allen that the steamer Planet will arrive to-day, and leaves again for St. Louis on Thursday.

Captain Miller, of the R. J. Lackland, after a detention at Memphis of five days, gave security for $20,000, and started with his boat for St. Louis.

We are under obligations to Mr. Geo. C. Hamilton, clerk of the T. S. Conley, for the following memorandum:

The steamer T. S. Conley left Alexandria Sunday morning. The D. R. Carroll had succeeded in getting off the rocks where she had been laying, and would return to this city. The Osceola was at work trying to get over the falls.

The National and Texas came down to the head of the falls Sunday morning. The National returned to Grand Ecore with the Carroll's and Conley's freight. The river was falling at the rate of 4 inches in 24 hours, with 4½ feet on the falls. Met Southern at Compton's. Found 6 feet on Swaggy Point.

The W. H. Russell, a Missouri river packet has recently changed ownership. Capt. J. Kinney, the former commander, has sold out his interest. Capt. Isaac McKee was the purchaser and has taken the command. Capt. K. sold his interest—one quarter—at the rate of $24,000 for the whole boat. The Russell was delivered to Capt. McKee on her arrival at St. Louis.

The Little Jennie was sold at Wheeling by the U. S. Marshal on Monday. Richard Redcliffe and others were the purchasers, at the sum of $1500.

Capt. J. W. Smith, of the Arkansas mail packet trade, has contracted at Brownsville, Pa., for a 600 tons packet, for the Arkansas and New Orleans trade. She will be completed by the 1st of April.

ANOTHER HEAVY LOAD.—The towboat Antelope arrived at Louisville from Metropolis on Thursday last, having left her coal fleet at that point to take another from Louisville direct to New Orleans. She had started on the 27th with ten heavily laden barges, containing in the aggregate 220,000 bushels of coal, and will reach this port in eight or nine days. She is a great towboat.

We learn that Capt. Wray, the late popular commander of the Belfast, has purchased the Belfast from the Memphis and New Orleans Packet Company, and will continue her in her old trade.

Capt. Frank Hicks has resigned the command of the Victoria, and it is said that Capt. Newell, late of the H. R. W. Hill, will command the V. after the present trip. It is also said that Mr. Ed. Booker, will take charge of the office of the Victoria.

Late advices from the various tributaries are truly encouraging. A report is current that Red river has risen ten feet at Fulton, and was still rising. Upper Red river is stated as being quite full, and Little river out of its banks. Resumption of navigation is now considered certain. The Ouachita has actually risen some five and a half feet at Camden, and was still rising rapidly. All its tributaries, we understand, are full to overflowing, in consequence of the heavy rains which fell in that section.

We insert the following letter from A. G. Cunningham, Esq., the gentlemanly clerk of the A. T. Lacey, in relation to the burning of that steamer:

STEAMER MAGNOLIA, April 27, 1860.

V. C. Dentzel—Dear Sir: Steamer A. T. Lacey, from St. Louis for New Orleans, with a full cargo of Western produce, took fire at about 10 P. M., 26th inst., when near the foot of Island No. 16, and was rounded to on the Tennessee shore, when she burned to the water's edge in a few minutes. All the officers and passengers were saved, with few exceptions—three or four fire hands supposed to be lost, three negro children, two of the cabin servants, one child from deck, and a little girl of Capt. Lacey's. The Magnolia rounded to soon after the Lacey was landed, and Capt. St. C. Thomason and his officers rendered important services in saving numbers that were floating down the river on drift logs, and with life-preservers. He then landed his boat near the wreck and remained until after daylight, rendering every aid possible to the sufferers. The officers of the Magnolia all done every thing in their power for the comfort of the rescued, furnishing them with clothing, etc. Capt. Thomason and officers deserve the highest praise for their kind attentions to every one from the Lacey. After daylight he kindly kept all on board who wished to continue their voyage South, and the officers and crew of the Lacey, putting the latter on board the Platt Valley for St. Louis, at about 10 A. M., this morning. The fire is supposed to have started from a spark falling in the hay stored by the larboard derick, for cattle feed. When discovered, it was in a light blaze, and the wind blowing a strong breeze on that point at the time. In an incredible short time the whole cabin was wrapped in a sheet of flame.

As soon as protest can be made and matters arranged here, I shall be down to attend to the Lacey's affairs at New Orleans. Please have the disaster properly stated in the papers. I cannot give a list of passengers as the books are lost.

Yours,
A. G. CUNNINGHAM.

The following is a recent decision of the Local Inspectors of St. Louis:

Local inspectors at St. Louis, James H. McCord and H. Singleton, have made public their decision in the case of Benjamin Thornburgh, one of the pilots of the John Walsh, charged with drunkenness and neglect of duty. The inspectors say that "This subject came before us in the usual form, upon the affidavit of a party, whereupon Thornburgh was immediately cited to appear and to show cause why his license should not be suspended or revoked; and upon his appearance the case was continued for a reasonable time, which we deemed the 18th day of the present month, at the same time distinctly informing him that his license was suspended for the time being, and during this investigation, and that it would be unlawful for him to pilot, at least until the determination of this case. The day having arrived when it was determined to hear the case, and the defendant having failed to appear, the Board ordered another continuance, until the 20th inst., at which time they would proceed to adjudge the case upon the evidence then and there before them. Now therefore, at this day we have considered this matter, and are satisfied that the fact is established, that the steamer John Walsh was detained as represented in the port of New Orleans, in consequence of the absence on duty, on the part of Mr. Thornburgh, and that after some detention, he came on board in a state of intoxication, and so much so, that in the opinion of the witnesses, he was at that time incapacitated for his duties.

It does not appear, however, that Mr. Thornburg undertook to perform the duties of his station; but as soon as the steamer departed, which was soon after his arrival, he repaired to bed, and did not resume duty until at or near twelve o'clock that night—all of which amounts to nothing less than misconduct, negligence or inattention to the duties of his station, and is within the requirements and full meaning of the law; for by reference to the 9th clause of section nine, the following language will be found: that the license of any such engineer or pilot may be revoked upon proof of negligence, unskillfulness or inattention to the duties of the station. We therefore have decided to suspend the license of Benjamin Thornburg for the following reason, viz: That, from the evidence, he was negligent and inattentive to his duties, as represented on this occasion. And we might add another additional reason for which we might be justified in revoking the license of this party—from the fact that he has treated the board with contempt, as well as committing an additional violation of law, in doing and performing the duties of pilot on steamer John Walsh, from this port to New Orleans, and, as we believe, since that time, in piloting another steamer from New Orleans to this port, when he was notified in person, by one of the board, that his license was suspended for the time being and during this investigation.

This being the case, it becomes imperative upon us to do as the law directs, report the matter to the chief officer of the customs; and here it might be proper to remark that during the investigation of this case, it has been intimated to the Board that attempts have been made, and are now possibly being made, by engineers and pilots of steamers under this law, whose licenses have been revoked or suspended, indirectly to perform or assist in performing the duties of their stations. Steamboat masters and owners, for their better protection in future, had better know the fact that those parties in their employ, in performing or assisting to perform the duties of either of those vocations, are in possession of the legal authority for so doing; for any such acts coming within our knowledge, will be deemed a violation of the letter and meaning of the law, and will be promptly reported. In conclusion, the judgment of this Board is that Benjamin Thornburgh, pilot, stands suspended from the duties of his station, or any of the duties appertaining thereto, in any manner, for the term of twelve months from this date."

The Memphis Bulletin of last Sunday says:

The river opposite this point was falling slowly yesterday, and at 6 o'clock P. M. the total decline had amounted to three inches. It is also receding from St. Louis to this point, with 8¾ feet in the channel above Cairo, according to the report of the officers of the Ben Lewis. The Illinois is falling, with scant 5 feet on the bars from Peoria down. The Missouri is also falling and in bad condition, with only 5½ feet to Weston. Our telegraphic dispatches afford the latest information respecting the Ohio. From the officers of the S. H. Tucker we learn that the Arkansas, after swelling about ten feet, came to a stand at Little Rock, on Wednesday night last, affording a channel depth of twelve feet from that point to the mouth.

The Alexander American of the 28th says:

The river is still falling fast, and navigation over the falls is, in every sense, of the word, stopped for the present. There is a number of boats on the falls, trying to get over, but as yet without success. The Lecomte gave it up as a bad job, as also did the T. S. Conley. Small craft will have to take the place of large ones.

The following extract of river news is from the Cincinnati Commercial of the 28th:

The weather continues cool and cloudy. The river was falling at Pittsburg last night, with 6½ feet in the channel. At Wheeling, there is 9 feet and falling. Here, the river continues to recede, with 8 feet in the canal. The Kanawha is falling, with 6 feet in the channel. The Cumberland is also falling with 8 feet on Harpeth Shoals. The Lower Ohio is falling, with 15 feet on the shoalest bars. The Mississippi is stationary with 8¾ feet from St. Louis to Cairo. At Keokuk there is 6½ feet, and on the rapids there is 33 inches water. The Missouri is falling slowly. The Illinois is falling, with a fair stage of water through to Lasalle. The Lower Mississippi is rising slowly with 15 feet at President's Island. The Arkansas was also rising slowly at last accounts. With fair offerings for Pittsburg and St. Louis, there is a moderate trade for Cumberland river and New Orleans.

The Louisville Journal of the 27th has the following news:

The river had receded only two inches in the twenty-four hours ending last evening, leaving 8¾ feet water in the canal; and 6½ feet over the rocks on the falls. Capt. Tom White is gaining quite a reputation as a falls pilot. It was he who brought up over the falls through the middle chute the large new steamer B. J. Adams, drawing 3 feet 2 inches, when the mark only showed 3 feet on the falls. He has recently taken a number of boats over drawing all the water in the chutes and without touching.

The Cumberland was falling on Wednesday evening with 6½ feet water on the shoals.

The St. Louis Democrat of the 28th says:

We learn that private telegraph dispatches were received yesterday, announcing the fact that the river was rising at St. Paul. The prospects are now for a good stage of water from St. Paul to the Balize. The Denmark, in last evening from Dubuque, reports the river stationary from there down. She passed the rapids easily, drawing 33 inches.

The Missouri continues low—lower than before this season, but not so many bad places. The Carrier lightened to three feet four inches to get over the bar at Bennett's. The Alonzo Child was aground on that bar, but will doubtless be at the wharf this morning. She will be repaired immediately. The Minnehaha, Chambers and Tutt were met getting along very well—the latter at Bates'.

The Illinois remains perfectly stationary, with five feet water on the worst places.

The weather continues remarkably pleasant. Business somewhat dull.

Empire Parish for Donaldsonville.—This morning at 10 o'clock, the safe and punctual packet Empire Parish, Capt. Jos. Vincent, commander, will leave for Donaldsonville and Coast landings.

Red Chief No. 1 for Ouachita River.—The regular packet Red Chief No. 2, Capt. John C. Shute, commander, Mr. C. W. Kouns, clerk, leaves at 5 o'clock this evening for Camden and intermediate landings on the Ouachita river.

Rock City for Ouachita River.—The regular packet Rock City, Capt. J. W. Moore, commander, Mr. Frank Moore, clerk, leaves at 5 o'clock this evening for Camden and intermediate landings on Ouachita river.

J. M. Sharp for Red River.—The new and comfortable passenger packet J. M. Sharp, Capt. Jno. W. White, commander, Mr. B. F. Powell, clerk, leaves this evening at 5 o'clock for all landings on Red river as high as Shreveport.

Era No. 2 for Red River.—The very light-draft packet Era No. 2, Capt. W. T. Scovell, commander, Mr. Alex. Bell, clerk, leaves at 5 o'clock this evening for all landings up to Shreveport.

Charmer, U. S. Mail Packet for Vicksburg To-Day.—The magnificent passenger packet Charmer, Capt. W. C. Wilson, commander, Mr. R. Holmes, clerk, leaves at her usual hour, 5 o'clock this evening, for Vicksburg and way landings.

Atlantic for Louisville.—The regular, elegant and swift-running passenger packet Atlantic, Capt. A. McGill, commander, will back out at 5 o'clock this evening, precisely, for Louisville and all intermediate landings. We assure travelers that the great Atlantic is in every respect a star packet. The Atlantic's cabin is a model of beauty, her state-rooms large and convenient, and her general appointments of a very superior order. In point of speed she is not to be beaten, while the well-known ability of her officers, and her own inherent staunchness, establish her reputation for safety. Mr. John S. Woolfolk, the chief clerk of the Atlantic, is one of the princes of his profession, and makes friends with a facility which is all his own. Passengers who have taken passage on the Atlantic we would advise to be on board at the above-named hour, as she leaves punctually.

City of Madison for Cincinnati.—At 5 o'clock, this evening, punctually, the large and superb passenger packet City of Madison, Captain J. S. Neal, commander, Mr. Collins, clerk, leaves for Memphis, Cairo, Louisville and Cincinnati. We commend the City of Madison to travelers, with the fullest confidence that she will give the most complete satisfaction. Her passenger accommodations are excellent, and her reputation for speed, comfort and safety, is second to no boat in the trade.

Wm. M. Morrison, Railroad Line Packet for St. Louis To-Morrow.—There are many fine boats in the St. Louis trade, but none of them have earned a higher reputation for speed, safety and good fare than the Morrison, Capt. P. Yore, commander. Her passenger accommodations are first-class, and her other arrangements are complete in every particular, and in charge of experienced officers. The Morrison will leave at 5 o'clock tomorrow evening for Memphis, Cairo, St. Louis and way points, connecting at Cairo and St. Louis with the railroads for all Northern and Eastern cities. Passengers can procure through tickets by applying to the office of the company, No. 61 Camp street. Mr. Luther T. Woods is the efficient clerk, and will be glad to give any information to visitors. The W. M. Morrison will carry the U. S. mails and passengers to Memphis and the bends, attending to all business of the Memphis packet line.

FANNY ELSSLER EN CHEMISE.—A Spanish paper tells the following piquant story of Fanny Elssler, which is altogether too good to be lost:

During a voyage, the illustrious *ballerina* recognized, in the disguise of a sailor, a gentleman of fine appearance and address, who, during the engagement from which she was just departing, had been one of her most persevering admirers, who had transfixed her eyes, cannonaded her with bouquets, and bombarded her with sighs. Thus discovered, he threw himself at her feet, and begged her, in the name of Cupid, to pardon the trick which love alone had suggested. He was inspired, tender, and impassioned; and Fanny, in taking leave of him, cursed perhaps in her heart that inexorable virtue to which women in general, and danseuses in particular, are proverbially condemned.

Re-entering her cabin, she was soon softly sleeping to the undulations of the vessel and the musical murmur of the waves. All at once she was awakened by a warm breath upon her face. A few words even of tenderness escaped, as if involuntarily, from a trembling mouth; while a hand boldly glided under the bolster, in search of a little bronze coffer in which the danseuse was in the habit of carrying her gold, diamonds, and bank notes. Satisfied thus of the intentions of her visitor, the intrepid Fanny, by an impulse of sublime audacity, threw off the coverlid, thrust her leg out of bed, and applied so vigorous a kick to the stomach of the thief that he measured his length upon the floor and vomited lots of blood. The alarm being given, the fellow was secured, and subsequently recognized as one of the most illustrious robbers of Great Britain.

Shipping Intelligence.

CRESCENT OFFICE, No. 70 Camp Street, Tuesday Morning, May 1, 1860.

Cleared Yesterday.

Ship Bazaar, Stewart, for Liverpool, Cammack & Converse
Ship National, Boyd, for Liverpool, Cammack & Converse
Ship Robert Cushman, Otis, for Liverpool, Cammack & Converse
Ship New England, Lowell, for Liverpool, Cammack & Converse
Bark Ellen Stevens, Howe, for Boston, Wm J Dewey &co
Sicilian brig Carlotta, Laguna, for Marseilles, J Avet
Schr Argus Eye, Nicholson, for Philadelphia, Creevy & Farwell
Schr Grace Darling, Mason, for Tampa, in ballast, Master

Arrived Yesterday.

Steamship Orizaba, Place, fm Indianola via Galveston, to C B Payne—Berwick's Bay.
Ship Lancaster, Decan, 22 days fm Philadelphia, to J H Ashbridge & Nephew—3d dist.
Brit ship Digby, Creer, fm Acton, in ballast, to master—Point.
Ship Mary Hammond, Dyer, 25 days fm Boston, to W J Dewey &co—1st dist, 27.
Span brig Saberano, Calomi, 5 days fm Havana, in ballast, to Puig Brothers—3d dist.
Schr Exile, Baker, fm Bayou LaBatrie, to master—Basin.
Schr John Arthur, Burns, fm Fish River, to master—Basin.
Schr Clementina, fm Fish River, to master—Basin.

Steamboats.

Atlantic, McGill, fm Louisville.
Jesse K Bell, Gormly, fm Cincinnati.
Florida, Myers, fm Mobile.
Alabama, Boardman, fm Mobile.
Andy Fulton, Hazlip, fm Bayou Macon.
Empire Parish, Jeanfreau, fm Lower Coast.
Magnolia, Thomasson, fm Louisville.
Chancellor, Malbon, fm Louisville.
T S Conley, Lausen, fm Alexandria.
W Burton, Louailier, from Opelousas.
Gray Cloud, Massie, fm Mobile.

Towboat A J Whitmore, Whitmore, fm the Passes—went down light—brought up ships Lancaster and Digby, brig Saberano.

Towboat C Vanderbilt, Wright, from the Passes—went down light—brought up ship Mary Hammond.

Towboat Ophelia, Smith, from the Passes—towed down and to sea on the 27th inst, ship Jas Montgomery and bark Sherwood—came up light.

Below—Coming Up.

Schr Araminta, ——, 5 days fm Ruatan Island, to J Sever—cargo, fruit to J Sever.

Exports.

LIVERPOOL—Per ship Bazaar—2900 bales cotton 400 tcs beef 2430 staves.

PHILADELPHIA—Per schr Argus Eye—742 bales cotton 8 bales moss 150 empty csks 50 empty bbls 2 cks claret 1 bbl hides 21 pkgs mdse.

LIVERPOOL—Per ship National—3311 bales of cotton 53 hhds tobacco 510 pcs lumber 481 hides 693 skins 2251 staves.

LIVERPOOL—Per ship Robert Cushman—3498 bales cotton 1200 staves.

LIVERPOOL—Per ship New England—3107 bales cotton 200 staves.

BOSTON—Per bark Ellen Stevens—300 bales cotton 865 pigs lead 300 hides 46 bdls do 5 bales do 32 bales rugs 300 bbls flour 250 bags nuts 84 empty carboys 2060 staves.

MARSEILLES—Per brig Carlotta—10 hhds tobacco 40,900 staves.

Imports.

INDIANOLA via GALVESTON—Per steamship Orizaba—$10,000 in specie to Perkins &co—9 pkgs mdse S A Gilbert—9 do M Finn—1 do Jones' Express—1 do C M Harvey &co—lot cattle and sundries to order.

PHILADELPHIA—Per ship Lancaster—Ass'td mdse—consignees previously reported.

BOSTON—Per ship Mary Hammond—Assorted mdse.

BAYOU LABATRIE—Per schr Exile—500 bbls naval stores to order.

FISH RIVER—Per schr John Arthur—800 bbls naval stores to order.

FISH RIVER—Per schr Clementina—520 bbls naval stores to order.

Receipts of Produce.

LOUISVILLE—Per steamer Magnolia—151 hhds tobacco Given, Watts &co—116 R H Short &co—111 Jas Turner—66 Campbell, McKee &co—47 do Fellowes &co—45 Moore & VanCulin—34 McGregor & Bankhead—25 Brander & Hubbard—13 do Wm Soery &co—11 R Yeatman &co—7 E H Fairchild & co—7 Summers & Campbell—7 Kirkpatrick &co—5 Beadles &co—3 Clark & Thieneman—2 W A Johnson &co—1 Patton, Smith & Putnam—1 R H Fraser—1 T L Bell—1 Wilson & Young—107 bales cotton Buckner, Stanton & Newman—73 do Fellowes &co—6 Henderson, Terry &co—2 Moore & VanCulin—5 bbls beans 118 scks corn Schmidt & Ziegler—3703 do 3 tcs bacon 2 bbls tongues 150 bbls flour Oglesby & Macaulay—35 bbls whisky 1585 scks corn to E H Fairchild &co—910 do 4 bbls eggs 10 bbls whisky John Robertson—27 bales hay Slark, Stauffer &co—210 do 280 scs oats Converse & Kennett—1209 scks corn West & Nettleton—408 do B P Ethell &co—3 bbls eggs Egan & King—2 do J T Moore & co—27 tcs lard Hewitt, Norton &co—24 tcs bacon 2 cks bacon Given, Watts &co—49 do Perkins &co—10 pkgs mdse P H Brinton &co—34 do McFarland & Barksdale—44 do and sundries to order—Total 654 hhds tobacco 188 bales cotton.

LOUISVILLE—Per steamer Chancellor—153 hhds tobacco 34 bbls beans 87 pkgs apples Hewitt, Norton &co—29 hhds tobacco Kirkpatrick &co—500 scks corn 111 bbls whisky 10 cks bacon Martin, Cobb &co—400 scks corn 6 bbls eggs West & Nettleton—500 coils rope M J Smith &co—150 do Slaughter, Smith & Shotwell—100 do 100 hf do J T Doswell—200 bbls flour Oglesby & Macaulay—30 do to B P Ethell &co—60 bbls pork R W Estlin &co—40 do 5 cks bacon 2 tcs hams Aby & Catching—6 cks bacon Bunnell & Bailieff—40 bales twine Parmele & Bro—31 bbls eggs Schneider & Wise—42 H D Kent &co—100 bxs soap Voorhies, Griggs &co—10 bbls eggs J Lechner—9 do J Bentz—6 do F Del Bondio—6 do Grieff, Byrnes &co—2 do J T Moore &co—7 pkgs leather C Weishaar—32 pkgs mdse to order—2 do Beebe &co—9 do Dumesnil & Martin—9 do Walker & Snider—2 do C H Slocomb &co—92 do Henderson, Terry &co—80 scks corn 37 bbls beans and sundries to order—Total 184 hhds tobacco.

LOUISVILLE—Per steamer Atlantic—100 bbls pork 2 bales jeans West, Renshaw & Cammack—100 coils rope S P Scott—800 do 11 tcs hams to M J Smith &co—3 hhds tobacco Fellowes &co—10 do Campbell, McKee &co—164 do Given, Watts & co—1 do J Williams &co—29 do Wilson & Young—25 do Wm H Crafts—22 do Moore & VanCulin—9 do R H Short &co—26 do to R H Frazer—4 do to Beadles &co—22 do Jas Turner—28 do A P Murphy—104 do 800 scks corn Hewitt, Norton &co—504 do N Overton &co—13 bales hay S C Michell & co—1132 scks corn 159 bbls flour 9 bbls whisky to B P Ethell &co—50 bbls flour 500 scks corn Oglesby & Macaulay—272 do 1 tc hams Martin, Cobb & co—100 do W S Wright &co—50 do J M Hall—15 do S W Rawlins—28 do G Paschal—15 do R Geddes—25 do Stone & Tutt—90 bbls whisky J H Haines—25 cks bacon Arthur &co—sundries to order—Total 447 hhds tobacco.

CINCINNATI—Per steamer Jesse K Bell—50 bbls beef 25 bbls oil 50 cks bacon 56 tcs hams to W S Wright &co—109 bbls whisky 20 bxs bacon 69 bxs cheese Grieff, Byrnes &co—25 bbls whisky 20 bbls oil 15 tcs hams 8 bxs bacon S H Kennedy &co—20 bbls whisky A D Grieff &co—30 do R McGregor &co—50 do Bunnell & Bailieff—40 do J Maillott—25 do to Biscoe & Simms—5 bbls oil A Hill—20 tcs hams Jno I Adams &co—20 do J Sutton—20 do J O Woodruff &co—30 bbls eggs 12 bbls beans 105 bxs cheese Floto & Marmet—20 bbls eggs 63 bbls beans Schneider & Wise—650 scks corn to West & Nettleton—400 bxs candles Vose Bros—300 do to Eaton & Betterton—35 bxs cheese Schmidt & Ziegler—57 scks corn B P Ethell &co—99 pcs bagging J L Harris—50 bxs wine Voorhies, Griggs &co—25 pkgs liquors W A Violett &co—24 hhds tobacco to J & J Murphy—65 do Wm H Crafts—30 do Gunther, Rodewald &co—12 do F P Hogan—sundries to order—Total 131 hhds tobacco.

BAYOU MACON—Per steamer Andy Fulton—218 bales cotton Buckner, Stanton & Newman—42 Gillis & Ferguson—14 R Nugent &co—63 Buckner, Stanton & Newman—sundries to order—Total 337 bales cotton.

LOWER COAST—Per steamer Empire Parish—204 hf 49 bbls molasses P Cazenave—25 do C Olivier—30 do 8 hhds sugar W G Robinson &co—2 bbls sugar Geo Urquhart—10 bbls bags W & D Urquhart—sundries to order—Total 8 hhds sugar 104 bbls molasses 204 hf do.

ALEXANDRIA—Per steamer T S Conley—4 bales cotton Green & Crump—8 do to West, Renshaw & Cammack—7 do Ar Miltenberger—3 do Jno L Lee—30 do Carroll, Hoy &co—12 hhds sugar Freilsen, Stevenson &co—14 do 127 bbls molasses S O Nelson &co—sundries to order—Total 52 bales cotton.

OPELOUSAS—Per steamer Wm Burton—10 hhds sugar Patton, Smith & Putnam—16 do Roman & Kernion—1 to do W F Hardy—20 bales cotton Bellocq, Noblom &co—38 do Moore & VanCulin—14 do Lobit & Charpantier—29 hides 5 rolls leather L Bassett—3 do 1066 hides Queyrouze & Langsdorff—177 sacks cotton seed to A A Maginnis—5 bales cotton J M Rhorer &co—sundries to order—Total 77 bales cotton 27 hhds sugar.

Railroads.

N. O., JACKSON AND GREAT NORTHERN.

CANTON, April 30, 1860—37 bales cotton to Lewis & Oglesby—16 Slaughter, Smith & Shotwell—13 McFarland & Barksdale—11 Thornhill &co—9 Campbell & Strong—8 West & Vilere—8 J M Rhorer &co—8 Carroll, Hoy &co—5 Byrne, Vance &co—9 Warren, Gilmore &co—4 do J & G Cromwell—3 do Henderson, Terry &co—2 Walker & Snider—10 do Montgomery & Hall—3 do Gillis & Ferguson—6 do E Nalle &co—Total 142 bales cotton.

N. O., OPELOUSAS AND GREAT WESTERN.

BRASHEAR CITY, April 30, 1860—18 hhds sugar 80 bbls molasses W G Hewes—81 do Lobit & Charpantier—21 do 1 hhd sugar W E Leverich &co—3 do 90 bbls molasses Augustin & Thibeault—5 do 5 bbls sugar Darby & Tremoulet—sundries to order—Total 25 hhds sugar 277 bbls molasses.

PONTCHARTRAIN.

MOBILE—Per steamer Florida—32 pkgs paper E R Stevens &co—19 pkgs tongues Voorhies, Griggs &co—17 pkgs mdse and sundries to order.

MOBILE—Per steamer Alabama—94 bales cotton and sundries to order.

MOBILE—Per steamer Gray Cloud—15 bales cotton Farley, Jurey &co—4 do A H May &co—54 bdls paper E R Stevens &co—sundries to order—Total 19 bales cotton.

Consignees.

BOSTON—Per ship Mary Hammond—Clapp, Mitchell & Jack—Folger &co—Taylor & Churchill—J D Bein & Son—P A Giraud—Cory & Miller—W McCracken—Vose & West—J S Belf &co—Rice Bros &co—E Roger &co—M Greenwood—Flint & Jones—J B Hubbard—Slark, Stauffer &co—Henderson & Peale—W H Stewart—Geo A Pickett &co—Geo A Fosdick &co—R K Laughlin—W L Cushing—Byrne, Vance &co—Keep & Caulfield—E B Wheelock &co—J S Aitkins—S H Gilman—L Weiss—Frost &co—J M Johnson—Norton, Mosby &co—Thompson & Barnes—R W Adams—P H Brinton & co—McSten, Value &co—Blache & Leaumont—R W Rayne—Finckard, Steele &co—C H Bradshaw—Rogers, Woodall &co—Voorhies, Griggs &co—Geo Buleff—E Hacker—A Hill—Henderson & Gaines—H Terry—Duclos &co—S E Moore &co—L Gguella & Son—C Boye—Grosjean & Beneteau—Neagle & Carpenter—Muse & Bro—J J Person &co—Shumway & Hews—W T Davis—D M Hildreth &co—D Kelham—E R Stevens &co—J Gauche—A McLaurin—B Cafirac—J J Neyro—Woodman & Bement—Bowles & Judson—E Nalle &co—W S Toole &co—G W Sizer—Pothier & Faucheux—A Whiting &co—Tirrell & Bates—J H Rodenburg—W E Reeding—W C Raymond—D H Taylor—J M Gould &co—W & C Blanchard—Beebe &co—Sampson & Keen—D C Johnson—Phelps & Jones—B Turpin—Cochran & Hall—and order.

PETITIONS—OFFICIAL.

NEW ORLEANS, January 28, 1860.

To the Honorable the Common Council of the city of New Orleans:

THE PETITION of the undersigned respectfully showeth that the majority required by the city charter having signed this petition, they pray your honorable body to pass a resolution authorizing the Comptroller to sell, after five days notice in the official journal, the contract for making brick sidewalks, with curb-stones and wooden gutters, on both sides of First street, from Water street to Apollo street. The work to be done in accordance to specifications of the City Surveyor.

Robert Huyghé	109 feet.
John Dowelle	27-3 —
John Carter	127 6 —
Robert Maclin	91 6 —
Louis Koop, agent	30 —
Charles Black	167 —
James McGaree	128 —
J. W. Payne	128 —
Leonard Fash	96 —
Louis Koop	100 —
John Thurdrig (L. Klopp agt.)	30 —
S. A. Kingsland	30 —
D. S. Graham	100 —
J. Darcy	90 —
R. Pritchard	199 —
J. W. Gayle	130 —
S. B. Newman	128 —
M. Fisher	120 —
A. Bronsema	165 8 —
A. Essig	30 —
J. A. Swift, agent	145 —
A. Schumaker	29 9 —
Frank Vahle	70 —
E. G. Melone	246 —
Payne, (firm of Payne & Kemp)	158 —
John Breen	64 —
Charles Monroe	100 —
Breenig	30 —
Wm. Schreiber	121-7 —
John S. Watts	160 —
Mrs. A. H. Bruard	120 —

JAS. A. HOPKINS, Secretary Board of Assistant Aldermen.

NOUVELLE-ORLEANS, 28 janvier 1860.

A l'Honorable Conseil Commun de la Nouvelle-Orléans:

LA PETITION des soussignés respectueusement représente que la majorité requise par la charte de la ville ayant signée cette pétition, ils demandent à votre honorable corps de passer une résolution autorisant le contrôleur à vendre, après cinq jours d'avis dans la gazette officielle, un contrat pour la confection de banquettes en briques avec pierres de bordures et rigoles en bois, sur les deux côtés de la rue First street, de la rue Waters à celle d'Apollo. L'ouvrage serait fait d'après les spécifications du voyer de la ville.

Robert Huyghé,	109 pieds.
John Dowelle,	27 —
John Carter,	127 —
Robt. Maclin,	91 —
Louis Kopp, Ag't,	30 —
Chs. Black,	167 —
James M. Garea,	128 —
J. W. Payne,	128 —
Leonard Flash,	96 —
Louis Kopp,	100 —
John Harding,	30 —
J. A. Kingsland,	30 —
D. S. Graham,	101 —
J. Darcy,	90 —
R. Pritchard,	199 —
J. W. Gayle,	130 —
S. B. Newman,	128 —
M. Fisher,	120 —
A. Bronsema,	165 —
A. Essig,	30 —
J. A. Swift,	145 —
A. Schumacker,	29 —
Frank Vahle,	70 —
E. G. Melone,	246 —
Payne of Payne & Kemp,	158 —
John Breen,	64 —
Charles Monroe,	100 —
Breenig,	30 —
Wm. Schreiber,	121 —
John S. Wallis,	160 —
Mrs. A. H. Bruard,	120 —

JAS. A. HOPKINS, Secrétaire du Bureau des Asst. Aldermen.

m2 1aw6w

NEW ORLEANS, Dec. 31, 1859.

To the Honorable the Common Council of the city of New Orleans:

WE, the undersigned, owners of real estate fronting on the south side of Barracks street, Second District, respectfully petition your honorable body, agreeably to sections 119 and 120 of the New City Charter, to have brick sidewalks, bordered by curbstones and wooden gutters, made on the south side of said street, from Prieur to Johnson street. The whole in accordance with specifications of the City Surveyor.

T. Bachelier, A. M. Brousé,	58 feet.
Augustine Lyon,	30 ..
Augustin Woerner,	30 ..
J. Marie Saux, by D. Mesnier,	30 ..

JAS. A. HOPKINS, Secretary Board of Assistant Aldermen.

NOUVELLE-ORLEANS, 31 déc. 1859.

A l'Honorable Conseil Commun de la Nouvelle-Orléans:

LES soussignés propriétaires sur le coté sud de la rue du Quartier, Second District, demandent respectueusement à votre honorable corps, conformément aux sections 119 et 120 de la charte, d'avoir à ordonner la confection de banquettes en briques, avec pierres de bordures et rigoles en bois, sur le côté de la dite rue, de la rue Prieur à celle de Johnson. L'ouvrage devra être fait d'après les spécifications du voyer de la ville.

T. Bachelier, D. D. Broué,	58 pieds.
Augustine Lyon,	30 ..
Augustin Woerner,	30 ..
J. Marie Saux, par D. Mesnier,	30 ..

JAS. A. HOPKINS, Secrétaire du Conseil des Asst. Aldermen.

fe4 1aw8w

NEW ORLEANS, February 20, 1860.

To the Honorable the Common Council of the City of New Orleans:

GENTLEMEN—The undersigned would respectfully ask your honorable body to pass a resolution for the purpose of making the banquettes on the river side of Locust street, from Clio to Thalia streets, and as in duty bound.

N. Fitzsimmons,	150 feet.
M. J. Nugent,	32 —
D. L. Shearer,	32 —

JAS. A. HOPKINS, Secretary Board of Assistant Aldermen.

NOUVELLE-ORLEANS, 20 février 1860.

A l'Honorable Conseil de Ville de la Nouvelle-Orléans:

MESSIEURS—Les soussignés prient respectueusement votre honorable corps de bien vouloir adopter une résolution ordonnant la construction de banquettes sur la rue Locust, du côté du fleuve, depuis la rue Clio jusqu'à la rue Thalia.

N. Fitzsimmons,	150 pieds.
M. J. Nugent,	32 —
D. L. Shearer,	32 —

JAS. A. HOPKINS, Secrétaire des Assistants Aldermen.

m10

THE OLDEST CANDY MANUFACTORY IN AMERICA.
ESTABLISHED IN 1806.
Ridley & Co.,
CORNER OF CHAMBERS AND HUDSON STREETS,
(Opposite the Hudson River Railroad Depot,)
NEW YORK.
CANDY, SUGAR PLUMS, LOZENGES, etc., etc.,
In all their varieties, made exclusively from treble refined Loaf Sugar without adulteration or admixture of deleterious substances of any kind.
Those wishing to purchase a pure article are requested to call and examine our stock, and contrast them with those offered elsewhere.
Boxes of ASSORTED CANDIES, for families, put up to order, at prices ranging from $5 upwards.
Candies, etc., etc., packed in boxes of 25, 50 and 100 lbs., suitable for the Southern trade, and shipped to order.
Orders by mail promptly executed.
Terms cash. jy15 1y

SOUTHERN HAT HOUSE—
BYRAM, HIND & BLISS,
—Importers and wholesale Dealers in—
Hats, Caps and Straw Goods,
BONNETS, FLOWERS,
UMBRELLAS, PARASOLS, etc.
Importers of FRENCH HATS.
No. 19 Murray street, near Broadway,
New York.
AARON G. BYRAM.........JOHN H. HIND.........WM. H. BLISS
BENJAMIN L. BRITTIN, Washington, Ark., Special Partner.
jy15 1y&W

PLAIN HAMS AND SHOULDERS—
350 CASKS GROENENDYKE & THOMPSON'S,
In Air-Tight Packages.
For sale by O'DOWD & SULLIVAN,
m31 1m corner Poydras and Tchoupitoulas streets.

THOS. MURRAY.........JOHN C. POOLEY.
THOS. MURRAY & CO., (SUCCESSORS TO Messrs. Pooley, Nicol & Co.) Florida Yellow Pine Lumber Yard, corner of Cedar and Julia streets, New Basin, Hunt's old Yard.
We have constantly on hand an assortment of every description of Dressed Flooring and Ceiling, and every description of Scantling, Timber, Shingles, Laths, etc., and every quality of Lumber necessary for building purposes.
fe28 THOS. MURRAY & CO

FRESH COW PEAS—700 sacks CAROLINA COW PEAS, landing ex-schooner E. W. Gardner, for sale by BARELLI & CO., a12 tf 61 Common st.

STEAMBOATS.

RED RIVER.

G. L. Kouns & Bros'. Low-Water Through Dispatch Line.
JEFFERSON AND SHREVEPORT Packets—Era No. 1, John Kouns, master, Era No. 4, Ben R. Kouns, master. The above boats are now plying between Shreveport and Jefferson, and will continue until further notice. Freight sent to Shreveport to meet them can be put through in quick time. Apply to G. L. KOUNS & BROS., 2 Front street.
Insurance can be effected on Era No. 4 by applying to agents. a9

Leaves on TUESDAY, May 1, at 5 P. M.
[In place of steamer John D. Perry.]
REGULAR NEW ORLEANS AND Natchitoches Packet—For Natchitoches, Grand Ecore, St. Maurice, Cotile, Alexandria, Norman's, Barbin's and Gorton's Landings—The fast and splendid passenger packet steamer D. R. Carroll, Wm. Kimball, master, will leave as above, taking freight for all landings on Cane and Little rivers. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a20

Leaves on TUESDAY, May 1, at 5 P. M.
REGULAR RED RIVER PACKET.—For Shreveport, Grand Bayou, Coushatta, Campte, Grand Ecore, St. Maurice, Cotile, Alexandria, Norman's, Barbin's and all the intermediate landings on Red river—The entirely new, fast running, light draught passenger steamer Robert Watson, A. Pierce, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a26

Leaves on TUESDAY, May 1, at 5 P. M.
G. L. Kouns & Bros. Low-Water Through Dispatch Line.
Era No. 2, W. T. Scovel, master, for Shreveport, Grand Bayou, Campte, Grand Ecore, Creola, Durand's Landing, Buxton's, Smithland, Alexandria, Pineville, Norman's, Barbin's and all plantations and way landings. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a28

Leaves on TUESDAY, May 1, at 5 P. M.
Summer Shreveport Regular Packet.
FOR SHREVEPORT, GRAND Bayou, Coushatta, Campte, Grand Ecore, St. Maurice, Montgomery, Cotile, Alexandria, Norman's, Barbin's and all intermediate landings on Red River.—The new, elegant, light-draught and swift-running passenger packet Trio, ———, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a27

Leaves on TUESDAY, May 1, at 5 P. M.
REGULAR NEW ORLEANS AND Shreveport U. S. Mail Packet—For Shreveport, Grand Bayou, Coushatta, Campte, Grand Ecore, St. Maurice, Montgomery, Durand's, Cotile, Alexandria, Norman's, Barbin's and all intermediate landings on Red river—The new, magnificent and fast running U. S. Mail passenger packet steamer J. M. Sharpe, Jno. W. White, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30
The S. will take freight for Jefferson, with privilege of reshipping on light draft steamers.

Leaves on TUESDAY, May 1, at 5 P. M.
REGULAR RED RIVER PACKET—For Jefferson direct, Smithland, Benton, Point Caddo, Swanson's, Mooring's, Albany, Shreveport, Grand Bayou, Coushatta, Campte, Grand Ecore, Cotile, Alexandria, Barbin's and all intermediate landings—The new, light-draft fast-running passenger steamer E. M. Bicknell, S. Gwarlney, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30

Leaves on WEDNESDAY, May 2, at 5 P. M.
REGULAR RED RIVER AND Lake Packet—For Jefferson, Smithland, Benton, Port Caddo, Swanson's Landing, Mooring's Landing, Albany, Shreveport, Grand Bayou, Grand Ecore, Alexandria, and all intermediate landings on Red river and the Lakes—The splendid and fast running passenger packet Homer, R. Moody, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30

TALLAHATCHIE AND YAZOO RIVERS.

YAZOO AND TALLAHATCHIE U. S. Mail packet Dew Drop, S. H. Parisot, master, connecting with steamer Charmer on her arrival at Vicksburg (Friday morning)—For Satartia, Yazoo City, Tchula, Silver Creek, Bertonia, Westover, Honey Island, Turley's Landing, Sidon, Crane's Landing, Rising Sun, Humphrey's, Greenwood, Point Leflore, Goffsville, and all intermediate landings on Tallahatchie river as high as Sharkey's landing, leaving Vicksburg on Friday on arrival of the 8½ o'clock evening train.
All freights shipped by the Charmer will be taken through at high water rates, without any extra charge. a24

OUACHITA RIVER.

Leaves on TUESDAY, May 1st, at 5 P. M.
FOR CAMDEN, BEACH HILLS, Champagnolle, Wilmington, Pigeon Hills, Moro Bay and all intermediate landings on Ouachita and Black rivers—The very light-draft passenger packet Red Chief, No. 2, Shute, master. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30

Leaves on TUESDAY, May 1, at 5 P. M.
FOR CAMDEN DIRECT—FOR Camden, Beach Hills, Miller's Bluff, Champagnolle, Wilmington, Moro, Caryville, Maria Saline, Alabama Landing, Ouachita City, Trenton, Monroe, Pine Bluff, Castor Landing, Columbia, Harrisonburg, Trinity and all the intermediate landings on Ouachita and Black rivers—The fine, very light draught, passenger steamer Rock City, J. W. Moore, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30

Leaves on WEDNESDAY, May 2, at 5 P. M.
FOR CAMDEN, BEACH HILLS, Miller's Bluff, Champagnolle, Wilmington, and all landings on Ouachita river—Ouachita City, Lochlomond, Port Union, Mouth of Arbonne, Trenton, Monroe, Pine Bluffs, Columbia, Harrisonburg, Trinity, and all intermediate landings on Bayou Bartholomew and Black river—The passenger packet Red Chief No. 1, G. W. Kouns, master, and J. Johnson, clerk, will leave as above. For further information, freight or passage, apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent.
The R. C. No. 1 will sign through bills of lading to Camden. a30

Leaves on THURSDAY, May 3, at 5 P. M.
REGULAR OUACHITA PACKET—The elegant, fast running and magnificent passenger packet Peerless, E. N. Woodland, master, will leave as above for Camden, Champagnolle, Ouachita City, Trenton, Monroe, Pine Bluff, Castor Landing, Columbia, Harrisonburg, Trinity, all landings on Black river, Red River Landing, Bayou Sara, Port Hudson, Baton Rouge, Plaquemine, Donaldsonville and all intermediate landings. For freight or passage, having unsurpassed accommodations, apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a20

Leaves every SATURDAY, at 5 P. M., positively.
NEW ORLEANS, MONROE AND Trenton Regular Weekly Packet—For Ouachita City, Mouth Bayou Bartholomew, Sterlington, Lochlomond, Port Union, Mouth of Bayou D'Arbonne, Trenton, Monroe, Pine Bluffs, Castor Landing, Columbia, Harrisonburg, Trinity and all intermediate landings on Ouachita and Black rivers—The magnificent passenger steamer R. W. McRae, Len. Moore, master, will leave as above, punctually. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. ja3

OPELOUSAS.

Leaves on SATURDAY, May 5, at 5 P. M.
FOR OPELOUSAS—THE FINE AND light draught steamer Silver Heels, Capt. C. C. Pickett, will leave as above for the above and all intermediate points. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30

BAYOU SARA PACKETS.

BAYOU SARA MAIL Co.
FOR BAYOU SARA.
The fine passenger packet D. F. Kenner, Capt. Barnes, leaves New Orleans every SUNDAY, WEDNESDAY and FRIDAY, at 9 o'clock.

FOR DONALDSONVILLE.
The passenger packet Empire Parish, Capt. Vincent, leaves New Orleans every TUESDAY at 10 o'clock, A. M., returning leaves Donaldsonville every WEDNESDAY morning, passing the Coast in daylight.

FOR BAYOU SARA AND THE COAST.
The steamer Grosse Tete, J. McQuoid, master, leaves New Orleans every MONDAY evening at 5 o'clock, and FRIDAY morning at 10 o'clock.
A clerk is always at the landing, foot St. Louis street, to receive and deliver freight and sign bills lading for the above boats.
fe2 3m J. A. COTTON, Agent.

CHAMPAGNE—SOSTHENE THOMAS—
40 baskets Marquis Delorme, in quarts.
20 baskets .. .. in pints.
30 baskets Deligny, in qr. pints.
20 baskets Veronny, of 6 bottles.
20 cases Imperial Wine, in quarts.
17 cases .. .. in pints.
7 cases .. .. in qr. pints.
For sale by S. D. GRATIAA & CO., a2 59 Customhouse st.

MINER & STEVENS,
Manufacturers of
FINE CARRIAGES AND BUGGY WAGONS,
54 and 56 Franklin and 77 White streets, first door east of Broadway, NEW YORK.
Having removed from their old stand, 358 Broadway, to their new and more extensive establishment, have on hand and are manufacturing to order, every description of Fashionable Carriages and light Road and Trotting Wagons, from the best selected materials and workmanship, and for beauty of design, finish and durability, are equal if not superior to any other make in this country. fe27 1y&W

DR. BEARD'S EYE INFIRMARY
No. 35 LAFAYETTE (late Hevia) STREET,
Between Baronne and Carondelet, New Orleans.
This Institution is open for the reception of persons affected with DISEASES OF THE EYE.
The Building is new—the Rooms large and airy. Every attention will be paid to the comfort of patients.
Wards devoted to the treatment of Slaves with EYE AFFECTIONS.
A competent Physician resides in the house.
TERMS:
Whites, from.....................$2 00 to $5 00 per day.
Negroes.....................$1 .. ..
Operations charged extra.
Artificial Eyes, of the manufacture of Boissonneau, of Paris, may be obtained at the Infirmary. se28 1y&W

J. B. BOIRON.........J. B. BOIRON.
64 ST. CHARLES STREET.
J. B. Boiron has the honor to inform his customers and the public in general, that he has received, per last arrivals from Havre, and per steamers via New York, a complete assortment of Fall and Winter Goods, too numerous to enumerate, but which the following are a part: Gents' Linen Shirts, Linen Bosom and Cotton Shirts; White and Colored Flannel Undershirts and Drawers; White and Colored Cotton Undershirts and Drawers; Socks of all Materials; Stocks, Neck Ties, Cravats, Woolen and Jouvin's Gloves, Cambric Handkerchiefs, Combs and Brushes, Sponges, Porte Monnaies, Cutlery, Glass Ware, Toilet Sets, Powder Boxes, Ladies' Fancy Casks for Scent, etc., etc. Canes and Umbrellas always at hand. Perfumery from Lubin's, Pinaud's, Societe Hygienique's, etc.
Mr. BOIRON having removed his SHAVING ROOM, will be enabled to attend to the LADIES, for whom he has added to his extensive stock, an assortment of Goods for Ladies Wear.
The Hair Department,
For both, LADIES and GENTS, is fitted in a way to give the utmost satisfaction. The strictest attention will be paid to all orders for Ready-Made Hair, being supervised by Mr. Boiron himself.
J. B. BOIRON, d9 6m 64 St. Charles street.

SUPERFINE OIL—400 baskets of 24 oz. Bonnis Freres, for sale by S. D. GRATIAA & CO., a9 59 Customhouse st.

STEAMBOATS.

MEMPHIS.

Leaves on WEDNESDAY, May 2, at 5 P. M., positively.
MEMPHIS AND NEW ORLEANS Packet Line—U. S. Mail Packet—For Memphis and the Bends—The fine and splendid passenger steamer Wm. M. Morrison, P. Yore, master, will receive freight on Saturday morning, from the foot of Poydras street, and leave as above. For freight or passage apply on board, or to J. E. FRELIGH, office under St. Charles Hotel. a28
This line connects at Napoleon with regular packets for the Arkansas and White rivers, and at Memphis with superior packets for St. Louis and Louisville.
Adams Express carried regularly by this line.

Leaves on FRIDAY, May 4, at 5 P. M.
MEMPHIS AND NEW ORLEANS Railroad Line—For Memphis and all the bends—The first-class passenger packet steamer Lizzie Simmons, G. H. Kirk, master, will receive freight on Wednesday morning, from the foot of Girod street, and will leave as above. For freight or passage apply on board, or to JOHN E. HYDE & CO., a27 88 Gravier street.
This boat connects at Napoleon with regular packets for the Arkansas and White rivers, and at Memphis with the Memphis and Charleston Railroad, and superior packets for St. Louis, Louisville, and Cincinnati.
Adams Express carried regularly by this Line.

Leaves MONDAY, May 7, at 5 P. M.
MEMPHIS AND NEW ORLEANS Railroad Line—For Memphis and all intermediate landings—The fine, first-class passenger packet steamer Gen. Quitman, J. W. Cannon, master, will be ready to receive freight on Saturday morning at the foot of Girod street, and will leave as above. For freight or passage apply on board or to JOHN E. HYDE & CO., my1 under St. Charles Hotel, left wing.
This boat connects at Napoleon with regular packets for the Arkansas and White rivers, and at Memphis with the Memphis and Charleston Railroad and superior packets for St. Louis and Louisville.
Adams' Express carried regularly by this line.

FOR MEMPHIS AND THE BENDS.
SPRING AND SUMMER ARRANGEMENT.
Steamer General Quitman,
CAPT. J. W. CANNON.

—Leaving New Orleans—		—Leaving Memphis—	
MONDAY......May	7.	WEDNESDAY.May	2.
WEDNESDAY, ..	16.	FRIDAY....... ..	11.
FRIDAY...... ..	25.	MONDAY....... ..	21.
MONDAY......June	4.	WEDNESDAY. ..	30.
WEDNESDAY,	13.	FRIDAY......June	8.
FRIDAY......	22.	MONDAY.......	18.
MONDAY......July	2.	WEDNESDAY	27.
WEDNESDAY, ..	11.	FRIDAY......July	6.
FRIDAY...... ..	20.	MONDAY....... ..	16.
		WEDNESDAY. ..	25.

Passengers and Shippers can rely upon the above arrangements. For freight or passage, apply to J. J. PERSON & CO., or G. D. HITE. m8 tf

OHIO RIVER.

Leaves TUESDAY, May 8th, at 5 P. M. positively.
Passenger Packet.
FOR LOUISVILLE—THE FINE AND light draft passenger packet Natchez, T. P. Leathers, master, will leave for Louisville and all intermediate landings as above. For freight or passage apply on board, or to J. J. PERSON & CO., a17 47 Carondelet street.

Leaves on TUESDAY, May 1, at 5 P. M.
Cincinnati and New Orleans Express Line.
FOR CINCINNATI—THE FINE, regular passenger packet steamer City of Madison, J. Sint Neal, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a27

Leaves on TUESDAY, May 1, at 5 P. M.
FOR LOUISVILLE—THE FINE, regular passenger packet steamer Chancellor, Sol. Malbon, master, will leave for Louisville and all intermediate landings as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a30

Leaves on WEDNESDAY, May 2, at 5 P. M.
Cincinnati and New Orleans Express Line.
FOR CINCINNATI—THE FINE, regular passenger steamer Jesse K. Bell, Jas. Gormley, master, will leave as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. my1

Leaves on THURSDAY, May 3, at 5 P. M.
FOR LOUISVILLE—THE FINE regular passenger packet steamer Autocrat, Hy Scott, master, will leave for Louisville and all intermediate landings as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a27

Leaves SATURDAY, May 5, at 5 P. M. positively.
FOR LOUISVILLE—THE FINE Passenger Packet C. D. Jr., Isaac Harper, master, will leave for Louisville and all intermediate landings as above. For freight or passage apply on board, foot of St. Louis street, or to J. A. COTTON, Agent. my1

FOR LOUISVILLE THE FINE regular passenger packet Woodford, Moses Erwin, master, will leave New Orleans for Louisville as follows:
TUESDAY, May 15th, at 5 P. M.
WEDNESDAY, May 30th, at 5 P. M.
THURSDAY, June 14th, at 5 P. M.
SATURDAY, June 30th, at 5 P. M.
MONDAY, July 16th, at 5 P. M.
WEDNESDAY, August 1, at 5 P. M.
Passengers and shippers can rely on the above arrangement. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a23

FOR LOUISVILLE.—THE NEW and fine regular passenger steamer Atlantic, A. McGill, master, will leave New Orleans for Louisville and all intermediate landings as follows:
TUESDAY, May 1st, at 5 P. M.
THURSDAY, May 17th, at 5 P. M.
FRIDAY, June 1st, at 5 P. M.
SATURDAY, June 16th, at 5 P. M.
MONDAY, July 2d, at 5 P. M.
WEDNESDAY, July 18th, at 5 P. M.
THURSDAY, August 2d, at 5 P. M.
The Atlantic is an entirely new boat, this being her first season, and passengers and shippers can rely on her leaving punctually, according to the above schedule. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. m19

FOR LOUISVILLE.—THE FINE regular passenger packet E. H. Fairchild, Capt. J. H. Fancett, will leave New Orleans for Louisville and all intermediate landings as follows:
SATURDAY, May 12, at 5 P. M.
MONDAY, May 28, at 5 P. M.
TUESDAY, June 12, at 5 P. M.
THURSDAY, June 28, at 5 P. M.
SATURDAY, July 14, at 5 P. M.
MONDAY, July 30, at 5 P. M.
WEDNESDAY, August 15, at 5 P. M.
FRIDAY, August 31, at 5 P. M.
Passengers and shippers can rely on the above arrangement. For freight or passage apply on board, or to BELL, BUCHANAN & CO., a20 51 Poydras street.
A plan of the cabin can be seen and staterooms secured by applying to the agents.

FOR LOUISVILLE.—THE FINE Regular Passenger Packet John Raine, Wm. Underwood, master, will leave for the above and all intermediate landings as follows:
Leaves New Orleans MONDAY, April 30, at 5 P. M.
Leaves New Orleans SATURDAY, May 19, at 5 P. M.
Leaves New Orleans MONDAY, June 4, at 5 P. M.
Leaves New Orleans WEDNESDAY, June 20, at 5 P. M.
Leaves New Orleans THURSDAY, July 5, at 5 P. M.
Leaves New Orleans FRIDAY, July 20, at 5 P. M.
Passengers and shippers can rely on this steamer leaving as above.
No stateroom considered engaged until paid for.
N. B. A plan of the cabin can be seen and staterooms secured for any of the above trips by applying to the Agent.
THOS. KEEFFE, m14 tf No. 25 Gravier street.

FOR LOUISVILLE.—THE FINE, regular passenger packet Diana, Captain E. T. Sturgeon, will leave New Orleans for Louisville and all intermediate landings as follows:
FRIDAY, May 11th, at 5 P. M.
MONDAY, May 28th, at 5 P. M.
WEDNESDAY, June 13th, at 5 P. M.
THURSDAY, June 28th, at 5 P. M.
SATURDAY, July 14th, at 5 P. M.
MONDAY, July 30th, at 5 P. M.
Passengers and shippers can rely on the above schedule. For freight or passage apply on board, or to BELL, BUCHANAN & CO., Agents, a26 No. 51 Poydras street.
A plan of the cabin can be seen and state rooms secured by applying to the agents.

Leaves on TUESDAY, May 8, at 5 P. M.
Passenger Packet.
FOR LOUISVILLE—THE FINE REGular passenger packet steamer Natchez, T. P. Leathers, master, will leave for Louisville and all intermediate landings as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a16

UPPER AND LOWER TENSAS.

Leaves on WEDNESDAY, May 2, at 5 P. M.
REGULAR LOWER AND UPPER Tensas Packet—For Mound Bayou (for one trip)—The new, light draught passenger packet steamer Andy Fulton, Jacob Hazlep, master, will leave as above for all landings on Lower and Upper Tensas and Black river. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. my1

CUMBERLAND RIVER.

Leaves WEDNESDAY, May 2, at 5 P. M.
FOR NASHVILLE, CLARKSville, Trice's Landing, Canton, Eddyville, Dycusburg, Smithland, Paducah, Metropolis, Cairo, Columbus, Hickman, New Madrid, Randolph, Memphis, Napoleon and all intermediate landings—The regular passenger packet steamer E. Howard, J. W. Fowler, master, will leave as above. For freight or passage apply on board, or to R. DUFFIELD, Agent, a30 71 Camp street.
The H. will take freight to all points on Tennessee river with privilege of storing and reshipping.

For Nashville Every SATURDAY.
THE NEW AND FINE REGULAR Passenger Packet Steamers Jas. Woods, W. Boyd, master; Jas. Johnson, Jesse Johnson, master; Red Rover, W. Strong, master, will leave New Orleans for Nashville and all intermediate landings as follows:
Jas. Woods, Boyd, master, leaves SATURDAY, March 24, at 5 o'clock, P. M.
Jas. Johnson, Johnson, master, SATURDAY, March 31, at 5 o'clock, P. M.
Red Rover, Strong, master, SATURDAY, April 7, at 5 o'clock, P. M.
Jas. Woods, Boyd, master, leaves SATURDAY, April 14, at 5 o'clock, P. M.
Jas. Johnson, Johnson, master, leaves SATURDAY, April 21, at 5 o'clock, P. M.
Red Rover, Strong, master, leaves SATURDAY, April 28, at 5 o'clock, P. M.
Jas. Woods, Boyd, master, leaves SATURDAY, May 5, at 5 o'clock, P. M.
Jas. Johnson, Johnson, master, leaves SATURDAY, May 12, at 5 o'clock, P. M.
Red Rover, Strong, master, leaves SATURDAY, May 19, at 5 o'clock, P. M.
Jas. Woods, Boyd, master, leaves SATURDAY, May 26, at 5 o'clock, P. M.
Jas. Johnson, Johnson, master, leaves SATURDAY, June 2, at 5 o'clock, P. M.
Red Rover, Strong, master, leaves SATURDAY, June 9, at 5 o'clock, P. M.
Jas. Woods, Boyd, master, leaves SATURDAY, June 16, at 5 o'clock, P. M.
Jas. Johnson, Johnson, master, leaves SATURDAY, June 23, at 5 o'clock, P. M.
Red Rover, Strong, master, leaves SATURDAY, June 30, at 5 o'clock, P. M.
Jas. Woods, Boyd, master, leaves SATURDAY, July 7, at 5 o'clock, P. M.
Passengers and shippers can rely on these boats leaving punctually, according to the above schedule. For freight or passage apply on board, or to R. DUFFIELD, Agent, m19 tf 71 Camp street.

LIVERPOOL CANNEL COAL—300 tons of best quality hand picked Cannel Coal, on board ship Powerful, in the river, and for sale by S. JONES & CO., 21 Gravier street. fe11

STEAMBOATS.

LOWER MISSISSIPPI.

UNITED STATES SEMI-WEEKLY MAIL LINE TO VICKSBURG.
The magnificent U. S. Mail packet Vicksburg, Capt. J. M. White, master, 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, Lake Washington, Caroline Landing and Point Worthington, every THURSDAY, at 5 P. M.
The steamer VICKSBURG will take freight for Yazoo and Tallahatchie rivers to be re-shipped on steamers Prince and Hope.

Leaves on SATURDAY, at 5 P. M.
The magnificent U. S. Mail packet Natchez, Captain T. P. Leathers, 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 Natchez connects at Vicksburg with steamers Prince and Hope, and will take freight for all landings on the Yazoo and Tallahatchie rivers 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.

Leaves every TUESDAY at 5 o'clock P. M.
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 leave as above every TUESDAY, at 5 o'clock P. M. Returning she will leave Vicksburg every FRIDAY, at 12 o'clock M.
D. R. CARROLL & CO., ja4 Agents, 53 Carondelet street.
The above steamer will connect at Vicksburg with the steamer Dewdrop for Yazoo river.

UNITED STATES MAIL LINE TO VICKSBURG.
SATURDAY, at 5 o'clock, P. M.
The magnificent U. S. Mail packet Natchez, Capt. T. P. Leathers, 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 NATCHEZ connects at Vicksburg with the steamers Prince and Hope, and will take freight for all landings on the Yazoo river as high as Greenwood.
For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. fe13

YAZOO RIVER.

YAZOO RIVER PACKET.—U. S. Mail Line—Vicksburg, Greenwood and Tallahatchie river packet steamer Prince, Edwin S. Butler, master, in connection with the steamers Natchez and Vicksburg. All freight shipped for Yazoo or Tallahatchie River on either of the above steamers will go through without detention.
The new and magnificent passenger steamer Prince, leaves Vicksburg as above, on the arrival of the half-past 8 P. M. train of cars, and the steamer Natchez at Vicksburg, every Monday evening, for Satartia, Yazoo City, Wolf Lake, Mouth of Tchula, Silver Creek, Bertonia, Head of Honey Island, Shell Bluff, Sidon, Crane's Landing, Rising Sun, Humphrey's Landing, Cureton, Beck's Ferry, Greenwood, Point Leflore, and all landings on Tallahatchie river. Returning, the Prince will arrive at Vicksburg in time to connect with the half-past 5 A. M. train of cars for Jackson, Morton, Canton and New Orleans; also, with the packets for Memphis, Louisville and St. Louis; also, the steamers Vicksburg and Natchez for New Orleans and intermediate landings.
All business entrusted to this boat will meet with prompt attention.
VIRGINIUS C. DENTZEL, Advertising Agent. a16

UPPER MISSISSIPPI.

ST. LOUIS, CAIRO AND NEW ORLEANS RAILROAD LINE. 1860.
For St. Louis, Cairo, Memphis, Napoleon, (Mouth of Arkansas and White rivers) and the Bends—Connecting at MEMPHIS with the Memphis and Ohio and Memphis and Charleston Railroads; at CAIRO with the Illinois Central, and at ST. LOUIS with all Railroads terminating at that point, with their connections for all points North and East. For boats of this Line, running on schedule time, see advertisements below.
E. W. GOULD, Superintendent.

MONTHLY SCHEDULE—Commencing April, 1860.
The following list exhibits the names, with their respective dates of departure from New Orleans, of the steamers composing this Line, under its renewed organization, in presenting which, the owners and representatives of the same respectfully solicit from the shipping and traveling public a continuance of the generous patronage heretofore extended them.

New Falls City......	April 2.	April 22.	May 12.	June 1.
Hiawatha............	4.	24.	14.	3.
Imperial............	6.	26.	16.	5.
Jno. Walsh..........	8.	28.	18.	7.
Wm. M. Morrison.....	10.	30.	20.	9.
A. T. Lacey.........	12. May	2. May 22.	June 11.	
Ed. J. Gay..........	14.	4.	24.	13.
J. C. Swon..........	16.	6.	26.	15.
Champion............	18.	8.	28.	17.
	20.	10.	30.	19.

For through tickets on this Line and its connections, as set forth at the head of this column, and further information, apply on board, or at the Company's office, No. 61 Camp street, where plans of the cabins can be seen and staterooms engaged.
a2 L. A. WELTON, General Agent.

Leaves on WEDNESDAY, May 2, at 5 P. M.
FOR ST. LOUIS—WITH CONNECtions as above—The magnificent steamer W. M. Morrison, P. Yore, master, will leave for St. Louis, taking, besides through business, freight and passengers for Natchez, Vicksburg, Napoleon, Memphis and the Bends. For through tickets over this boat and connecting railroad lines as above, and engagements for freight and passage, apply on board, or at the Company's office, 61 Camp street.
VIRGINIUS C. DENTZEL, Advertising Agent. a26
This boat will attend to the Memphis and Bend business, and carries the U. S. Mail to Memphis in place of the Memphis packets.

Leaves on SUNDAY, May 6, at 10 A. M.
FOR ST. LOUIS—WITH CONNECtions as above—The magnificent steamer Ed. J. Gay, Bart Bowen, master, will leave for St. Louis, taking, besides through business, freight and passengers for Natchez, Vicksburg, Napoleon, Memphis and the Bends. For through tickets over this boat and connecting railroad lines as above, and engagements for freight and passage, apply on board, or at the Company's office, 61 Camp street.
VIRGINIUS C. DENTZEL, Advertising Agent. a26
This boat will attend to the Memphis and Bend business, and carries the U. S. Mail to Memphis in place of the Memphis packets.

Leaves on THURSDAY, May 3, at 5 P. M.
REGULAR ST. LOUIS PACKET—The fine elegant passenger packet steamer Planet, W. H Fulton, master, will leave for the above and all intermediate landings as above. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. my1

ALABAMA RIVER.

Leaves on TUESDAY, May 1, at 5:20 P. M. cars.
FOR MOBILE, SELMA, MONTGOMERY, and Wetumpka, and all intermediate landings on Alabama river direct—The superior lake steamer Gray Cloud, G. B. Massey, master, built expressly for the trade, will leave the lake end of the Jefferson and Carrollton Railroad. Shippers and passengers can now rely upon this boat going direct through. For freight or passage apply to JOHN E. HYDE & CO., a27 Under St. Charles Hotel, left wing.
The Gray Cloud is now receiving freight at the depot, Tivoli Circle.
The Gray Cloud will take freight for Mobile.

Leaves on WEDNESDAY, May 2, at 5:20 P. M. cars.
FOR SELMA AND MONTGOMery, Wetumpka and all landings on Alabama river, direct—The superior lake steamer Carondelet, R. Sinnott, master, built expressly for the trade, will leave the lake end of the Jefferson and Carrollton Railroad. For freight or passage apply to J. L. HARRIS, 27 Natchez street. a30
The steamer Carondelet is now receiving freight at the depot, Tivoli Circle.
Shippers and passengers can now rely on this boat going direct through.

FORT ADAMS.

Leaves every SATURDAY, at 5 P. M.
Regular New Orleans and Fort Adams Packet.
THE NEW AND SWIFT RUNning Passenger Packet Golden Age, S. Heno, master, will leave as above every SATURDAY evening; returning, leaves Bayou Sara every WEDNESDAY, after the arrival of the cars from Woodville, taking freight and passengers for all landings on the Coast. For freight or passage apply on board, or to R. W. ADAMS & CO., fe7 Corner Front and Common streets.

LOWER COAST.

Summer Arrangement for the Balize.
Leaves every SATURDAY, at 10 A. M.
ONE TRIP A WEEK.
THE NEW, SPLENDID AND fast passenger packet Empire Parish, Jos. Vincent, master, will leave every SATURDAY at 10 o'clock for the Balize, returning every MONDAY. For freight or passage apply on board, or to J. A. COTTON, Agent. a17 tf

MOBILE.

FOR MOBILE—DAILY U. S. Mail Line—Winter Arrangement—The splendid low pressure packet steamers Alabama, A. P. Bozeman, master, Florida, A. L. Myers, master, and Cuba, James Hopkins, master, built expressly for the Lake trade, with superior accommodations, will make trips and landings as follows, unless prevented by bad weather, high or low water, want of fuel, or some accident to boat or machinery:
Leaving the Lake end of the Pontchartrain Railroad DAILY, on the arrival of the 3½ P. M. train of cars, for Mobile direct. Returning, will stop at Pascagoula, Pass Christian and Bay St. Louis on MONDAYS and THURSDAYS.
For tickets through to Baltimore, Philadelphia and New York, at greatly reduced rates, by three different routes, and further information, apply to R. GEDDES, Agent, m8 tf 90 Gravier street.

FOR ATTAKAPAS.

Leaves on TUESDAY, May 1, at 3 P. M.
NEW ORLEANS AND ATTAKApas Packet—For Attakapas via Plaquemine—The fine, new, light draught, fast running passenger packet steamer T. D. Hine, D. R. Muggah, master, will leave for Attakapas as above, taking freight and passengers for Bayou Beauf, Brashear and Berwick cities, Pattersonville, Centerville, Franklin, Charenton, Jeanerette, New Iberia, Fausse Point, St. Martinsville, and all intermediate landings on the route. For freight or passage apply on board.
VIRGINIUS C. DENTZEL, Advertising Agent. a11

U. S. MAIL LINE FOR ATTAKApas, Daily, in connection with the N. O., O. and G. W. Railroad—The fast steamer St. Mary, J. J. Attikison, master, built expressly for passengers and light freight, will connect with the Opelousas Railroad, leaving Berwick's Bay daily for Pattersonville, Centerville 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 St. Mary leaves the Railroad daily, she offers better facility for delivering up-freight than any boat in the trade.
Shippers will please name the boat on their dray receipts.
J. M. JOHNSON & CO., 3 tf No. 3 Old Levee, Agents.

CHAS. T. NASH, BROKER, AND DEALER IN SCRIP, STOCK, NOTES, REAL ESTATE AND EXCHANGE,
No. 25 Carondelet street,
o31 1y Between Common and Gravier.

JOHN THOMPSON, SUCCESSOR TO G. BREARLEY, 103 Rampart street, manufacturer of Carriages, Buggies, Spring Wagons, etc., Fire Engines rebuilt. Repairing in all the branches done at the shortest notice. ja5 1y