New Orleans Daily Crescent.

THURSDAY MORNING, MAY 31, 1866.

Arrivals at the Principal Hotels.

ST. CHARLES.—A Robinson, coast; H W Johnson, Jackson, Miss; H A Peirce, H M Peirce, Boston; Maj G H Tobey, Miss; J M Howell, Lower Canada; P J Bracken, Atlanta, Ga; J P Carrett, Texas; J Williams, Cooper's Wells, Miss; C Mount, Raymond, Miss; W Tradewell, Louisville; F A Grandol, Galveston; Col O Fariola, Sicily Island, Ga; W R Bunting, St Louis; A L Teagarden, St Louis; J W Young, Miss; J Jones, city; W Towns, city; A M Grange, Mobile; J N Brown, Pittsburg; J B Holmes, Penn; H C Irwin, Mobile; E R Benedict, S P Graves and family, E Penn, La; B W Hoyt, Boston; J B Packard, F Morgan, E Johnson, Natchez; T B Wigfall, Brownsville; L T Torgis, U S A; C M Wilcox, S J Atkinson, 3d Michigan Infantry; J Reid, Bayou Sara.

CITY HOTEL.—John K Alford and son, R W Brown, Crystal Springs; G Frazier, H R May, Bolivar, Miss; W Peterson, Jackson, Miss; B Sherrill, Henderson; W B Seay, H Erwin, Miss; A W Terrell, Houston; Mrs Haines; Mrs Baldwin; A Houghtelberg; T Bethen, city; Dr Y J Webb, Franklin parish; S R Chambers, city; H Johnson and wife, Camden; W Semmes, T M McMillan, city; John M Miles, Summitt, Miss; W Grange, Brownsville, Texas; T P Tilley, Brazos Texas; Lieut F Bayer, 27th U S Infantry; Rev A P Dobb and wife, Texas.

ST. JAMES HOTEL.—J W Curtis, city; J J Eason, Mobile; T L Lindsey, Miss; C Emanuel, L Blum, N Y; J Strauss, Jackson, Miss; J Breakel, O K Hawley, Rapides parish; J S Potts, Hinds co, Miss; Mrs Swasey, Washington, D C; Miss Kate Murrell, D Murrell, J Whittaker, Jackson, Miss; Thomas Hickey, Mrs S A Hickley, Wilkinson county, Miss; N J Wilson, J R Ridenour, Mr Leonhart, city; M F Jordan, J B Collier, W J Mudd, Elyton, Alabama; W H Cunningham, R L Stallword, R Burgess, Monroe county, Ala; J J Brown, Pittsburg; R Lowery, D W Wilkinson, Brandon, Miss; M H Blackmore, Miss; F Martin and wife Texas; E P Perry, Charleston, S C; C T Stanton, Ark; L Harris, La; J Callahan, Capt 4th U S Cav; R F Briggs, city; Miss N Fierio; A P Timons, Mrs N E Hulley, Mexico; Capt W T Kelley, U S Army; Mr Swartout; R B Earl, Matamoros, Mexico; G Kimball; D A Long; James W McKinney, La.

John Mitchel on the State of Ireland.

Mr. John Mitchell has addressed a second epistle to the Opinione Nationale on Ireland. His former letter, he says, was commented upon in a leading article of the Times, but no one disputed the facts set forth in it, and the Times deduced from them an argument in favor of the coercive system in Ireland. He hopes that no one in France will ever again declare that Ireland is administered by the same laws, or that she enjoys the same liberties as England. The grievances which Mr. Mitchel now complains of may be summed up thus: The existence in Ireland of a code to which England, Scotland and Wales are strangers. Exceptional laws, by which the Irish people are prohibited from deliberating among themselves on their own affairs by means of a committee of delegates elected for that object.

The right of possessing arms restricted to a few favored persons. The teaching or learning drill, or any military manœuvre whatever, even without arms, is prohibited, under penalty of transportation, with hard labor. The Irish cannot organize themselves as volunteers for the defense of their country. And, finally, the sheriffs of the large cities, instead of being elected by their fellow-citizens, as in England, are named by the crown, in order to secure the juries. Everybody must admit that such a system is well adapted for crushing in Ireland all free action and all political and civil life. It is true that the rigorous violence of the English in preventing the Irish from procuring arms and learning the use of them may be considered as a sort of compliment to us.

England does us the honor of believing that if we had arms we should know how to make a proper use of them, and they will have nothing of the kind. It is a compliment badly turned; but in the matter of compliment between England and Ireland we must not be nice. Let us, then, accept it for the moment until we get better. We shall doubtless be told that Ireland has access, through her representatives, to the London Parliament, and has thus legal, certain, and sufficient means to obtain all reforms and liberties necessary and accessory. But in reality in that Parliament Ireland has but a derisive mockery of representation, and that representation, such as it is, is completely controlled by the British government. The Irish people do not believe that they are represented in the English Parliament.

They do not desire to be so. They have not the right to be so. They hope for nothing good—nothing just, from that Parliament; and they have never reaped anything from its legislation but famines, and a system of corruption and coercion without parallel. Those very laws which purported to be reforms, have done nothing but evil to Ireland. It is by the law of municipal reform that the British government has found the means of always picking and choosing its juries. It is by the Catholic emancipation act that the government has been enabled to buy up the richest and most influential Catholics, who, but for it, would never have dared to sell themselves.

In a word, the London Parliament, to which we are referred for the redress of all our grievances, is itself the greatest and the most fatal of all the grievances of Ireland, and includes all the others. Ireland, then, in the judgment of the majority of its population, has no legal and constitutional means of obtaining justice. Hence we have Fenianism, the deliberate and organized negation of all English laws and of that Constitution which the English call the wonder and envy of the nations of the universe."

Mr. Mitchel intimates that he proposes, in a future letter, to explain clearly what Fenianism is, and, above all, what it is not.

A GRACEFUL AND BENEVOLENT ACT.—On Saturday afternoon General Stoneman, the general commanding this district, performed a kindly and benevolent act which deserves to be recorded. While the general was passing along the levee he saw five Confederate soldiers, on their way home to New Orleans from the North. They were poor, their clothes were torn and ragged, and all of them had lain long on beds of sickness in a Northern hospital, recovering from desperate wounds. He learned their sad history—the heart of the general was touched—and walking up to one of the men, he handed him a five dollar bill.

The Confederate asked his name, and on being told that the generous donor was Gen. Stoneman, his heart filled and his tongue was unable to utter the thanks which his heart dictated. In a few minutes he recovered himself, but the general had left. He, however, told several of the bystanders what had taken place, and the manner in which he had been relieved by a gallant officer and a brave enemy. General Stoneman, by this noble act, has shown that, when war is over, he, at least, can forgive, and, when it is required, can put his sword in its scabbard and relieve the poor wounded foe who has fought on the other side from himself.—Memphis Bulletin, 26th.

Mississippi Intelligence.

The Clarion and Standard of the 30th inst. has the following paragraph:

We learn that the several freedmen's schools of this city have suddenly and indefinitely suspended operations. Have the pupils already mastered the classics? or has Northern philanthropy played out? Perhaps the weather is getting too warm? We want light on this dark subject.

A correspondent of the same paper, writing from Holmes county, says:

The grass is being gradually killed out, and the fields begin to look up. Corn, in the low grounds, is changing its hues from a sickly yellow to a living green, and the cotton now stands out in bold relief from the barns and weeds which have hitherto concealed it. The freedmen, who have generally made most excellent contracts, are working as well as they ever did. Of course, you will find some, here and there, who will not work. Generally, however, they are surpassing the expectations of the most sanguine, though every person feels that they do not take that interest in preserving things which they used to do.

PRIZE MONEY.—The late war has made the prize money branch of departmental business one of great importance. The Washington Star describes the method used in the distribution and payment of prize money by the departments of the government having these matters in charge. The order for distribution, accompanied by the prize list, is sent by the secretary of the navy to the fourth auditor of the treasury, where it is at once taken in hand by the computing clerk, who makes the requisite apportionment according to the law in force at the time of capture. This, after receiving the signature of the auditor, is sent to the second comptroller, who, if it is correct, gives it his approval, and returns it to the auditor as ready for payment.

All claims filed on file with the auditor are taken up, examined, and orders for payment made, which are also signed by the auditor and sent to the comptroller. All the various papers which they are required to take account of, and letters of transmittal written to the attorneys or claimants, as the case may be. Each letter is then copied, the certificates are inclosed and the letter mailed. The length of time each need depends upon the number of certificates which may have been previously sent to the controller. Frequently there are from eight to fifteen hundred already there which must be disposed of before new ones can receive attention.

Spagnoletti, when speaking of his first viola player, declared that, both as a man and musician, he was most praiseworthy; as a man, for the tenor of his conduct—as a musician, for the conduct of his tenor.

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Thursday Morning, May 31, 1866.

The weather yesterday was very cold, reminding one of a day in the fall, instead of spring. During the day we had several showers, and with the wind from the north made it very unpleasant to those who had business on the landing. As a natural consequence, business was exceedingly dull, although all the steamers that were announced for departure left, with the exception of the steamer Saratoga. She is receiving, and leaves positively this evening for all landings up to Shreveport.

The Robert E. Lee, now being built at New Albany, Ind., by Capt. John Cannon, will far exceed in grandeur of style, coolness and speed, anything that has ever ruffled the broad bosom of the Great Father. Her sealed contracts amount to the enormous sum of $240,000. Her machinery alone will cost $60,000. Her carpet has already been contracted for through a New York merchant, to be made in Europe, of one whole piece, not a seam to be in it. It will cost $15,000. This forthcoming floating palace of beauty will be queen of everything afloat on American waters.

The steamer Virginia, we learn, left Louisville yesterday for this city. She will arrive in time to leave on her return trip next Wednesday, 6th inst. Since this fast and superior passenger packet has been here she has been completely repaired from stem to stern, having had her cabin extended, and she now offers fine inducements to passengers bound up the Ohio. Passage can be secured on this splendid steamer by applying to her agents Messrs. Stevenson & Douglas, No. 5 Front street.

The Nick. Longworth will be port to-day and will commence to receive to leave for Louisville to-morrow evening. Capt. A. R. Irvin is in command and Mr. Chas. Miller officiates in the office.

The steamer Louisville, Capt. W. R. Hollcroft, will arrive to-morrow and leaves again on Saturday, on her return trip for Louisville.

The fast and superior Lizzie Gill will arrive to-morrow, and leave again on her regular day, Sunday next, at 10 A. M. Capt. Jas O'Neal is in command and Mr. W. H. Rhodes officiates as chief clerk. The Lizzie will take passengers for Memphis, Cairo and St. Louis, connecting with the railroads for all points east and west.

The M. S. Mepham will arrive to-morrow, and returns to St. Louis on Saturday.

We return our thanks to Mr. W. H. Cropper, clerk of the Mary E. Forsyth, for late favors. The Forsyth is receiving, and leaves to-morrow evening.

The Telegraph packet Mississippi, from St. Louis, The Red River packet Louis D'Or, and the Ouachita packet Vicksburg, will arrive during the day. They will at once commence to receive to leave again on Saturday.

CLIPPINGS FROM OUR EXCHANGES.

CAIRO, May 26.—The river at this point fell about 16 inches in the 24 hours ending last evening.

The weather yesterday was cloudy, with light showers through the day.

Business fair.

The Cumberland and Tennessee rivers are falling.

The Mississippi continues falling at St. Louis.

The Missouri is down to 3 feet 9 inches below Omaha, and 4 feet 6 inches below Leavenworth.

White river is in good navigable condition. St. Francis river is falling very fast. Red River is disastrously high and receding, after having played the deuce with plantations on that stream.

At Pittsburg the river is thirty inches by the pier mark and falling. Weather clear.

At Louisville the river is falling slowly, scant five feet by canal mark. Weather clear.

CINCINNATI, May 26.—The weather was warm and showery yesterday. At Pittsburg last night the river was falling, with two and a half feet in the channel. Here it has receded three inches during the twenty-four hours ending last night, with twelve feet hence to Louisville. There is four and a half feet in the canal. The Lower Ohio is in fair navigable order. There are three and a half feet, and falling, in the Cumberland.

PITTSBURG, May 25, 7 P. M.—*Editor Com.*—The river continues to recede slowly at this point, with two feet six inches in the channel this evening by the marks. The weather continues clear and pleasant, though getting warmer by degrees.

LOUISVILLE, May 26.—The river was falling very slowly yesterday, with scant five feet water in the canal in the evening by the mark. During the previous twenty-four hours it had fallen about one inch at the head of the falls, and but a very little more at Portland. The weather has turned a few degrees warmer, though still rather cool for the season, the thermometer at 79 at noon and quite cloudy.

On the falls last evening there were thirty-five inches water in the pass down the Indian chute, and the river nearly at a stand.

The Louisiana, for New Orleans last evening, had only a light freight. She expects to fill out with corn from the Wabash.

The Hope, Capt. Metzler's boat, has not been permitted to go from port until the claims of the builders are secured. In the meantime she is at the city wharf, under a heavy and useless expense, to say nothing of the detention of freight and passengers.

MEMPHIS, May 27.—Yesterday was a miserable day upon the levee. In the morning the rain came down in torrents, and throughout the day it was showery and excessively muddy. There was very little done on the levee, in consequence of the rain and mud. The river continues to fall slowly at this point. Arkansas river is falling, with five feet to little Rock.

We give below the card of Capt. Duffer, of the steamer J. S. McCune, in reply to the charge of giving a negro cabin passage on his boat. He is mistaken, however, in stating that we charged it upon him. On the contrary, we expressed the hope that he would exonerate himself from the charge, which, if it had been true, would have placed him, and his boat outside the pale, even of contempt. We are happy to state that many good citizens give cheerfully their warmest commendation of him as a man and as an officer.

MEMPHIS, May 26.—*Ed. Appeal*—To my surprise, on my return with my boat to this port, I had my attention called to an article in your paper among other river items, stating that I had allowed a colored man to take cabin passage on the boat in my charge, well known in this and other ports as the J. S. McCune. You will please correct this, to be charitable, egregious error, through your columns. The cabin of the J. S. McCune was built and arranged exclusively for the traveling community of the white race, and has never, and never will be, while I command her, appropriated to any other use or purpose. No colored man ever called on me or any officer of my boat for cabin passage. If such had been the case, I, and all officers on the boat would have peremptorily refused it.

I hope that in justice to me you will give this a place in your columns, and at the same time would request that you search out the foul slanderer who caused the report to have a place in your columns.

I am, your obedient servant, J. H. DUFFER, Captain commanding J. S. McCune.

The engineer of the Leonora No. 2, now at Pittsburg, drew a prize of only $3600 from the Kentucky State lottery, not $15,000, as reported. It is stated that last year Mr. Davis was the recipient of $1200 from a similar source. Numbers of boatmen have invested as much as both sums combined in lotteries, and got nary cent in return.

The magnificent passenger steamer Mississippi, of the A. & M. S. S. Telegraph Line, will leave the wharf-boat, foot of Union street, Monday at 5 P. M. The Mississippi has received a new battery of five-flued boilers, and has been repaired and repainted in superb style. Her outfit is of the finest material on the Western waters. Capt. Jesse Hurd, one of the best commanders on the Father of Waters, is in charge of her, and is a true and courteous gentleman. Mr. Condiff, the whole-souled gentleman, who is noted for his urbanity and uniform kindness, has charge of the office. The Mississippi, with her gallant crew, will not be long in gaining favor with the shipping and traveling public.

MAGENTA—*Passenger packet for St. Louis to-day.*—The large, fleet, staunch and most magnificent passenger packet Magenta, Capt. Tom. P. Leathers commander, is the regular steamer for Vicksburg, Memphis, Cairo and St. Louis to-day. The Magenta is in every respect an elegant and noble packet, uncelipsed in speed and unrivalled in elegance. She enjoys a character for regularity, staunchness and safety which is peculiarly her own, and she has given her a just and constantly increasing popularity among the traveling public. Her state rooms are fitted up in the most comfortable manner, and are supplied with complete apparatus. The attention paid to the "inner man" on board the Magenta is most noticeable, and there are few boats on the river that can exhibit such a bill of fare as daily graces her table. The Magenta is under the charge of the most worthy, reliable and experienced officers. Messrs. Adolph Martin and C. W. Grice are the clerks of the Magenta. The Magenta leaves to the minute, five o'clock this evening.

FOR THE WATERING PLACES.—The fine, fast low-pressure steamer Creole, Captain Charles Walker commanding, and Mr. Sam. Green, clerk, leaves as above to-day, on the arrival of the 9 A. M. train of cars, Pontchartrain railroad. Agents, Leach & Perkins, corner of Carondelet and Gravier streets.

MARY FOR MOBILE.—The splendid new low pressure passenger packet Mary, Capt. A. L. Myers, commander, leaves as above from the lake end of the Pontchartrain railroad at 4 P. M. to-day. Agent—I. C. Harris, corner of Camp and Common streets.

G. A. THOMPSON FOR ATTAKAPAS—This new staunch and fast passenger packet, in command of Capt. C. L. Huntoon, leaves at 5 P. M. to-day for Attakapas and intermediate landings. Mr. Alcide Meynier is the clerk of this packet.

WESTMORELAND FOR CINCINNATI.—This new and splendid passenger packet, Captain Ed Evans commander, and Mr. J. S. Dales in the office, leaves to-day at 5 P. M., for Memphis, Cairo, Louisville and Cincinnati, connecting with the railroads for all points East and West. We cheerfully commend this packet to our friends and the public generally. She is a staunch and safe steamer, with fine passenger accommodations.

ATLANTIC MAIL BOAT FOR ST. LOUIS.—*A. & M. S. S. Company.*—The large and favorite passenger packet Atlantic, Capt. St. Clair Thomasson, commander, and Mr. Frank Smith in the office, leaves for the above at 5 o'clock this evening, connecting at Memphis and Cairo with the railroads for all points East and West. The Atlantic is beyond doubt, one of the most elegant and desirable passenger packets in this celebrated line. Her officers are gentlemen of well known courtesy and obliging dispositions, as well as thorough and efficient steamboatmen.

SARATOGA FOR RED RIVER.—The excellent and splendid appointed passenger packet Saratoga, Capt. John C. Dowty, commander, and Messrs. Culberson Dowty and Phelps, clerks, leaves this evening at 5 o'clock, for Shreveport, going by the way of Cane river and Natchitoches. The Saratoga has a splendid cabin and as fine passenger accommodations as any packet in the trade, and last, but not least, of her good qualities, are her able, efficient and courteous officers. Those who have occasion to visit any point on Red river could not do better than call on board and engage their passage on the Saratoga.

CAMELIA FOR THE WATERING PLACES.—This regular, fast and superior low pressure packet leaves to-day from the Pontchartrain Lake end, on the arrival of the 9 A. M. train. Capt. A. P. Boardman is in command, and Mr. John Otway is the efficient purser.

Marine Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Thursday, May 31, 1866.

Cleared Yesterday.

Steamship Zenobia, Watson, for Boston, Creevy, Nickerson &co

Steamship Ceres, Dicks, for Havana, Barber & DeVerto

Steamship Texas, Lockwood, for Galveston, Hawes & Bowen

Steamer Orleans, Wayne, for Mobile, Master

Steamer Magnolia, Marshall, for St Louis.

Swedish ship William and Ann, Osterstrom, for Bordeaux, W B Rudendorff

Br ship Wolfville, Hughes, for Liverpool, Master

Ital'n bark Gabrielle, Collara, for Bordeaux, Master

Ital'n brig Adriana, Castellano, for Bordeaux, Master

Schr Walter Clayton, Baker, for Apalachicola, Master

Schr Fanny, Kain, for Pensacola, Master

Arrived Yesterday.

U S transport steamship Crescent, Beckett, from Brazos Santiago, to U S Quartermaster—4th district

Steamship St Louis, Claussen, from Boston, 18th inst, to Creevy, Nickerson &co—4th district

Steamship Little Queen, Boleths, from Galveston, to master—Point

Schr Novel, Burns, from Apalachicola, to master—Basin

STEAMBOATS.

Mary E Forsyth, Ealer, from St Louis.

Marmora, Streeper, from Camden.

Vulcan, ——, from St louis with 4 barges

Nina Simmes, Greathouse, from Bayou Sara.

Louise, Hopkins, from Mobile.

Below—Coming Up.

Brig Maria Wheeler, Wheeler, 40 days from Boston to master—cargo ice

Exports Yesterday.

BOSTON—Steamship Zenobia—534 bales cotton 248 bbls flour 1732 bbls 29 cases tobacco 18 bales wool and sundries

HAVANA—Steamship Ceres—1 bbl meal 1 bbl snuff 1 hf-bbl beer

GALVESTON—Steamship Texas—150 bbls flour 2800 sks corn

MOBILE—Steamer Orleans—625 bbls flour 32 bbls whisky 220 bbls pork 1800 sks corn 23 csks of bacon 8 sks coffee and sundries

ST LOUIS—Steamer Magnolia—500 tons iron

PENSACOLA—Schr Fanny—40 bbls flour 15 do pork 500 sks corn and sundries

APALACHICOLA—Schr Walter Clayton—10 bbls flour 1 bbls sugar and sundries

BORDEAUX—Ship William and Ann—50 bales cotton 104,000 staves

LIVERPOOL—Ship Wolfville—2953 bales cotton 3550 staves

BORDEAUX—Brig Adriana—42,500 staves

BORDEAUX—Bark Gabrielle—46,000 staves

Imports Yesterday.

MOBILE—Steamer Louise—4 bales cotton E W Burbank—sundries to order

BOSTON—Steamship St Louis—Astd mdse

Consignees.

Per steamship St Louis, from Boston—M McGraw—Atlantic and Miss S S Co—Falls, Allison & J P Averill—Stevens—Blake & Tower—Bowen Smith & Denman—M Berwin—Barnes, Ward &co—W Blanchard &co—Blancand & Gutel—E Conery J H Carter—W Clements—C Carriere—A F Cochran—A B Cabrac—F D Darling—G W Dunbar—P Degan—H Dilsker—P Dwyer—F Drawa—A Eustis A Fournier—McLaurin, Pothier &co—McCutcheon & Hubbell—Mitchell, Craig &co—S D Moody &co—E F Nioton—J C Morris—S E Moore &co—Manning & Jamison—W & J McCracken—B B Newhall Ellis & Jones—John Otis—John Phelps—Price, Hine & Tupper—Rice Bros &co—E Rogers &co—A H Pearson—B Rosenberg—Russell & Hall—C A Richards—Read & Hunt—Stern Bros—C Raymond C H Slocomb—C C Sampson—L H Stern—Franck & Stratton—G A Fosdick—G George—J Gauche—Grieff & Byrnes—Grikn &co—Gates, Dennett &co A M Holbrook—R Hacker—Hoffman & Maris—I Henry &co—Heyl & Giffen—Henderson & Gaines—A Hobart jr—F A Hardy—F Herr—F Heidrich—D Kelhan &co—M Keppler—W G Lyon &co—Mrs Luahy—E Lane—A Lanauze—Joseph Lorette—McNeal & Gove—E Marqueze—Stark, Stauffer &co R S Morse—J A Sommers—Smith & McKenna—T C Smith—D L Shearer—D Taylor & Son—George Trupham—A Tirrell &co—Vose Bros—H J Venard—P Vallient—Jos Williams—C Weishaar—T S Waterman—T L White—Weil & Wolf—N Whitney Wallace &co—E A Yorke &co—S S Zelnicker—order

Receipts of Produce Yesterday.

ST LOUIS—Steamer Mary E Forsyth—226 sks oats 2119 sks corn Geo Martin—101 do 26 bbls flour Stannard & Shaybach—351 sks corn P C Mahan—75 bbls flour to order—13 firkn butter Van Norden &co—616 sks corn Lacey, Terry &co—6 pkgs butter 8 bbls eggs to F DeBondio—18 tubs butter to Grieff & Byrnes—49 bbls pork Keep & Caulfield—20 pkgs butter A D Grieff—228 sks oats M Druhan 634 sks corn Jno T Moore—126 hf-bbls beer to Geo Baier—1 csks wine Atlantic and Miss S S Co—100 sks malt G Auer&co—1 bx mdse J Sync—4 horses J Rosser—12 bxs mdse H Folsom &co—8 bxs sheet lead McIntyre & Applegate—1 do 1 cask lead pipe J P Coulon—65 kegs lard J L Glenn—30 half-bbls beer Geo Landry—120 do to H A Schuerman—41 pkgs mdse J P Fitzgerald—1 box books G S Forsyth—25 bxs mdse Smith & McKenna—2 bbls eggs 2 kegs butter 2 hhds bacon Scheider & Zoberbier 1 corn sacker Jas Butler—141 sks corn W T Pratt &co—14 csks bacon 6 do hams J H Oglesby &co—12 tcs hams 10 csks bacon Lamb, Quinlan &co—200 bbls flour to Grace, Davis &co—177 bbls bread to Arthur, Stone &co—180 bbls flour Emley &co—3 bxs tinware to J W Burbridge &co—1 bxs mdse to Bielock &co—1 cask mdse H W Farley &co—75 bxs glassware Henderson & Gaines—60 plowshares A Roopet—11 bxs bottles L T Maillot—3 do Franck & Stratton—2 kegs butter 5 bbls eggs King Bros—9 kegs butter W Brooks—103 coops of poultry to Miller & Meyer—13 pkgs tobacco to Butt, Flash & Lyon—39 pkgs mdse Capt A J McGonigle—9 hhds tobacco Speed, Summers &co—2 Wilson & Co 1 Anderson, Harper &co—4 J L Glenn—6 do B M Turnbull &co—33 Howard, Preston & Barrett—10 Given, Watts &co—3 to C N Worthington—2 do to H J Phelps &co—19 Gold, Roach &co—8 J E King 4 bales cotton Stewart, Galbreath &co—12 do to Butler, Terry &co—176 bbls flour Atlantic and Miss S S Co—1 cask mdse E Thompson &co—36 sheep 46 head cattle 40 head hogs McQuoid, Mehle &co—20 head cattle P Shae—238 sks corn 84 sks oats H B Clifford—sundries to order—Total 61 bales cotton 99 hhds tobacco

ST LOUIS—Steamer Vulcan and 4 barges—465 sks corn 198 bbls flour Grace, Davis &co—200 bbls pork to Bostock, Grace & Jones—1742 sks corn to Lamb, Quinlan &co—423 bbls flour Keep & Caulfield—648 do Kehlor & Updike—450 do S H Kennedy &co—74 bxs soap to A D Grieff—50 bbls oil to E Thompson &co—1186 sks oats 575 sks bran to Geo Martin—2041 sks corn to order—8328 do 1271 sks oats 292 bales hay Stannard & Shayback—283 do 50 bbls meat Campbell & Kimball—50 bbls pork 1144 sks corn Hy Von Phul jr &co—775 sks oats to M Druhan—500 sks bran M Duffy—180 sks malt to D Michelle—600 sks corn Jas Desban—1066 sks of oats Butler, Terry &co—1123 do Lacey, Terry &co 936 do Dorman & Bruno—900 tons ice Consumers Ice Co—423 bbls flour Jas Connoly &co

BAYOU SARA—Steamer Nina Simms—5 bales cotton R Flower—3 do Edwd Nalle—5 do Bruhn & Waldkirck—8 Cummings, Brown &co—6 J R Powell—1 Campbell & Strong—1 D R Carroll &co—25 hhds sugar McSlea, Value &co—sundries to order—Total 50 bales cotton 25 hhds sugar

CAMDEN—Steamer Marmora—9 bales cotton to Wheeler & Shepard—12 do Harvey & McMahon—2 J B Gribble—3 T Henderson—4 G S Mandeville—1 Champlin & Arrington—sundries to order—Total 31 bales cotton

Receipts by Railroad.

N. O., O. & G. W. R. R.—May 30—4 bales moss Hy Tete—lot eggs and sundries to order

N. O., O. & G. W. R. R.—May 29—28 sacks of onions B Champagne—4 do 8 sks potatoes L Torrebonne—lot eggs and sundries to order.

STEAMSHIPS.

LIVERPOOL.

STEAM BETWEEN LIVERPOOL AND NEW ORLEANS, Calling at Havana and Queenstown to land and embark Mails and Passengers; taking Cotton, and signing bills of lading here at through rates of freight hence to St. Petersburg, Moscow, Riga, Hamburg, Bremen, Antwerp, Rotterdam, Gothenburg and Havre.

Steerage passenger tickets are granted here by this line to bring passengers from Liverpool or Queenstown to New Orleans, for $30 in currency, per adult.

The final port of destination may be either fixed on signing the bills of lading, or declared by the holder of the bill of lading within twelve hours after the steamer's arrival at Liverpool, thus affording the importer the choice of markets.

THE BRITISH AND AMERICAN STEAM Navigation Company Limited, will dispatch the following full powered Iron Screw steamships between

LIVERPOOL AND NEW ORLEANS DIRECT,

Sailing from LIVERPOOL and NEW ORLEANS Monthly During the Summer:

LOUISIANA.....1374 tons.....P. Jamison, Captain.
MISSISSIPPI.....1711 tons.....J. Campbell, Captain.
FLORIDA.....1837 tons.....A. Flinn, Captain.
MISSOURI.....1904 tons.....A. Hancock, Captain.
ARKANSAS.....1896 tons.....T. Barron, Captain.
ALABAMA.....1889 tons.....Wm. L. Mesney, Capt.
GAMBIA.....1861 tons.....J. Graham, Captain.
CAROLINA.....1841 tons.....J. Haicby, Captain.
BOLIVIAN.....1943 tons.....H. P. P. Conchs, Capt

Cabin Passage to Liverpool $125 gold, or its equivalent in currency.

For rates of freight apply to HUNTER, ASKEW & CO., 41 Carondelet street.

Consignees of goods are respectfully desired to present their Bills of Lading at the Office, pay their freight, and obtain delivery orders for the same.

FOR LIVERPOOL—STEERAGE PASSAGE $30 CURRENCY.

To sail on SATURDAY, June 16th, at 8 A. M.

FOR LIVERPOOL DIRECT—THE SPLENDID steamship

Florida,

Cargo is now being received at the Company's Wharf Third District, for the above steamer, sailing punctually on SATURDAY, June 16th, at 9 o'clock A. M.

Cabin passage to Liverpool $125 in gold, or its equivalent in U. S. Currency.

For freight or passage, apply to HUNTER, ASKEW & CO., 41 Carondelet street.

INSURANCE by these steamers done in London at ONE PER CENT., and policies for same granted here to shippers.

☞ Bills of lading for this Company (which can only be signed) will be had at the Agent's office as above.

BOSTON.

FOR BOSTON—MERCHANTS' LINE.

To sail on or about June 20, at 4 P. M.

FOR BOSTON—THE FAST-SAILING AND FAvorite steamship

Saint Louis,

F. F. CLAUSSEN, Master.

Will leave as above.

For freight or passage, having splendid Stateroom accommodations, apply to CREEVY, NICKERSON & CO., Corner Gravier and Carondelet streets.

GALVESTON—INDIANOLA.

FOR GALVESTON, INDIANOLA AND LAVACA.

MORGAN LINE UNITED STATES MAIL STEAMSHIPS.

Leaves on SATURDAY, 23 June, at 8 A. M.

PASSAGE TO GALVESTON.....$25
PASSAGE TO INDIANOLA.....30

Freight to Galveston, Indianola and Lavaca at Galveston rates as per new tariff.

Freights delivered at Lavaca by lighters free of extra charge.

The low-pressure side-wheel steamship

I. C. Harris,

CHAS. FOWLER, Commander,

will leave as above, from the foot of St. Joseph street. For freight or passage apply to I. C. HARRIS, Corner Camp and Common streets.

Bills of lading signed at the Agent's office.

N. B.—These steamers, carrying the U. S. Mails, leave punctually as advertised.

Coal Oil received in metal packages only.

☞ A steamer of this line will leave every third day for above ports.

APALACHICOLA.

FOR APALACHICOLA AND ST. MARKS.

To sail on SATURDAY, June 2d, at 5 P. M.

FOR APALACHICOLA AND ST. MARKS—The A 1 steamship

Florida,

WM. BLAKENEY, Commander,

Will receive freight at Post 16, First District, and sail as above.

For freight or passage apply to POST & HOBBY, 135 Gravier street.

BALTIMORE.

FOR BALTIMORE, KEY WEST AND HAVANA.

To sail on WEDNESDAY, June 6th, at 4 P. M.

FOR BALTIMORE, KEY WEST AND HAVANA.

The magnificent ocean steamship

Liberty,

W. J. STAFFORD, Commander,

Of the Baltimore and New Orleans Regular Line, will sail from her wharf, foot of St. Joseph street, punctually, as above, carrying the United States Mails, and ticketing passengers through to New York.

For speed and comfort this ship is unsurpassed. Her cabin is spacious and her Staterooms elegantly furnished, combining all the modern improvements.

Staterooms can be secured on application at the Office of the Agents.

For freight or passage for Key West, Havana or Baltimore, apply to WITHERSPOON & HALSEY, 22 Carondelet street. CREEVY, NICKERSON & CO., Corner Gravier and Carondelet streets.

THE BOSSIER BANNER IS PUBLISHED weekly at Bellevue Bossier parish La. at the following terms:

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STEAMSHIPS.

NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY. STAR LINE OF STEAMSHIPS.

FOR NEW YORK DIRECT—THE NEW and splendid sidewheel steamships—

MORNING STAR.....2300 tons.....Howes, Commander.
EVENING STAR.....2015 tons.....Delancy, Commander.
GUIDING STAR.....2196 tons.....Berry, Commander.
RISING STAR.....2300 tons.....Nelson, Commander.

The new and first-class screw steamships

MISSISSIPPI.....2300 tons.....Parker, Commanding.
MERRIMACK.....2000 tons.....Vanslee, Commanding.
MARIPOSA.....1200 tons.....Quick, Commanding.
MONTEREY.....1200 tons.....Whitman, Commanding.

The new and first-class sidewheel steamship

Evening Star,

(2015 tons) DELANEY, Commander,

Will leave the Company's Wharf, foot of Jackson Square, on SATURDAY, June 9, at 7 P. M., precisely.

The Line is composed of the largest and most elegant steamships which have ever been built in this country for any home line. They are in every respect fitted for ocean service and the route upon which they run. Their passenger accommodations are not excelled by those of any other steamers in the world.

Passage in side-wheel ships, first cabin, $30; second cabin, $20; Passage in screw ships, first cabin, $60.

Freight will be received at the Company's warehouse on the landing, at all times during business hours, and the Company's rates for freight will always be made as low as by any other line.

For freight or passage apply to J. M. COURTENAY, Agent, 35 Carondelet street.

FOR NEW YORK.

CROMWELL'S N. Y. AND N. O. STEAMSHIP LINE.

To sail on SUNDAY, June 3d, at 8 A. M.

FOR NEW YORK DIRECT—THE FAST and favorite steamship

George Washington,

E. V. GAGER, Commander,

will leave her wharf, foot of Toulouse street, Second District, as above.

First Cabin Passage.....$60.

For freight or passage apply to ALFRED MOULTON, 41 Carondelet street.

BLACK STAR LINE.

To sail on SUNDAY, June 3d, at 8 A. M.

FOR NEW YORK DIRECT—THE FAST and favorite steamship

Fung Shuey,

J. B. HILDRETH, Commander,

Will leave her wharf, foot of St. Joseph street, promptly as above.

First Cabin Passage.....$60
Steerage Passage and found.....30

For freight or passage having superior accommodations, apply to GEO. A. FOSDICK, 50 Camp street, corner Natchez.

To sail on WEDNESDAY, June 6th, at 12 M.

FOR NEW YORK DIRECT—THE FINE NEW Ocean Side Wheel steamship

Palmyra.

ESEK HOYT, Commander,

Will sail from her wharf, foot of St. Andrews street, Fourth District, as above.

This steamer is built entirely of steel, has four water-tight compartments, with great speed and unsurpassed accommodations for passengers.

FARE TO NEW YORK.....$50.

For freight or passage apply to CREEVY, NICKERSON & CO., Corner Carondelet and Gravier streets.

HONDURAS.

To sail on THURSDAY, 31st inst.

FOR BELIZE, (HONDURAS) AND RUATAN Island—The regular packet screw steamship Exact, Captain HOWES, will sail as above from Pier 15, First District, on THURSDAY, 31st inst., punctually at 5 P. M., going direct to Belize and returning to New Orleans by way of Ruatan.

This superior steamship offers unusual facilities to shippers of freight, and has fine accommodations for cabin and steerage passengers.

Insurance effected at the lowest rates.

For freight or passage apply to PERKINS & HERSEY, S. JONES, Agents, 26 Carondelet street, New Orleans, La.

W. S. CAREY, Agent at Belize, Honduras.

STEAMBOATS.

VICKSBURG.

Leaves EVERY TUESDAY, at 5 P. M.

Steamer GEN. J. A. QUITMAN—JOHN W. CANNON Master; JOHN T. ROBERTS and A. McVAY, Clerks.

FOR VICKSBURG, NATCHEZ, GRAND GULF, Rodney, Fort Adams, Bayou Sara, Baton Rouge and all intermediate landings—The fast, magnificent passenger steamer Gen. J. A. Quitman, leaves as above.

The above boat will take through passengers for Memphis, with privilege of re-shipping at Vicksburg on the Des Arc for Memphis and the Bends, and with the Empire No. 2 for Yazoo River. For comfort, speed and safety this boat is unsurpassed; and her tables are supplied with the best the market affords.

For freight or passage, apply on board, or to GEO. D. HITE, 54 Gravier street. A. BRITTON, 5 Front street. VIRGINIUS C. DENTZEL, Advertising Agent.

REGULAR GRAND LAKE, LAKE PROVIDENCE, VICKSBURG AND NATCHEZ WEEKLY PACKET.

Leaves E