New Orleans Daily Crescent.

MONDAY MORNING, JUNE 11, 1866.

Steamers Leaving This Day.

AS ADVERTISED IN THE N. O. CRESCENT

Monday, June 11, 1866.

Mobile.....LOUISE, Hopkins—Cars.....6 PM
Watering Places.....CAMELLIA, Boardman—Cars....7½ AM
Bayou Sara.....NINA SIMMES, Greathouse.....5 PM
Louisville.....VIRGINIA, Young.....5 PM
St. Louis.....HENRY AMES, Crawford.....5 PM

Later from the North.

From Cincinnati papers of the 6th, received last night, we extract the following:

NATIONAL TYPOGRAPHICAL UNION.

CHICAGO, June 5.—The National Typographical Union was in session again to-day. The following are the officers elected for the ensuing year: J. H. Obetley, of Cairo, president; James Hall, of Mobile, first vice-president; J. E. Davis, of New York, second vice-president; Alexander Troupe, of Boston, recording secretary and treasurer; M. J. Divem, of Savannah, corresponding secretary. The time was occupied chiefly by reports of committees and retiring officers.

A PROCLAMATION BY GEN. SWEENY TO THE PEOPLE OF CANADA.

To the People of British America:

We come among you as the foes of British rule in Ireland. Exiled from that native land of ours by the oppression of British aristocracy and legislation, our people hunted down to the emigrant ships, or worse, to that charnel of government institutions, the poor-house; our countrymen torn from their families and friends and hurled in droves into the prison pens of England and Ireland; our country subjected to a foreign tyranny which disfranchises the mass of the Irish people, and makes poverty and misery the sad rule of their condition; covering our fair land with paupers' graves and wretched hovels, eliciting from the liberal minds of England herself, expressions of shame for the government, and indignation for the people.

We have taken up the sword to strike down the oppressors' rod, to deliver Ireland from the tyrant, the despoiler, the robber. We have registered our oaths upon the altar of our country, in the full view of Heaven, and sent up our vows to the throne of Him who inspired them. Then, looking about us for the enemy, we find him here—here in your midst, where he is most vulnerable and convenient to our strength; and have sworn to stretch forth the armed hand of Ireland and grapple with him. The battle has commenced, and we pledge ourselves to all the sacred memories of struggling liberty to follow it up at any cost, to either of two alternatives—the absolute political independence and liberty of Ireland, or the demolition of our race.

We have no issue with the people of these provinces, and wish to have none but the most friendly relations. Our weapons are for the oppressors of Ireland. Our blows shall be directed only against the power of England; her privileges alone shall we invade, not yours. We do not propose to divest you of a solitary right you now enjoy. We will assail and asperse only the rights that are claimed and enjoyed by the governments of Great Britain—the right to make her American possessions the field and base of operations in a war against an enemy. We come to install ourselves in her possessions, and turn them against her in a war for Irish freedom. We are here, neither as murderers nor robbers, for plunder nor spoliation. We are here as the Irish army of liberation; the friends of liberty against despotism, of democracy against aristocracy, of the people against their oppressors, of the ballot against the privileges of class, of progress and development against right and wrong; to conduct the contest according to the laws known to civilized nations, in a manner worthy of the high object we aim for, and the sublime sentiments that actuated us. In a word, our war is with the armed power of England, and not with the people—not with these provinces; against England, upon land and sea, until Ireland is free! And all who raise an arm to defend her, to frustrate or defeat us, belong to the common enemy, and as such will be dealt with.

As we know how to recognize the services of our friends, so do we know also how to punish the depredations of our foes. Our work for Ireland accomplished, we leave to our own free ballots to determine your natural and political standing and character, and all rejoice to see, and assist to make these fitless colonies spring from the foot of a foreign throne as free and independent as proud New York, Massachusetts or Illinois. To that yearning for liberty, and aspiration after national independence which swells the breast of every true son of every land, we appeal. Your manliness we leave those questions for settlement, confident that the dwarfed development of your vast resources and natural wealth, make the chilling influences of English supremacy in wretched contrast with the national dignity and stupendous material prosperity of your neighboring people of the United States, under the stimulus of self-government and democratic institutions, constitutes a stranger argument in favor of co-operation with us, and of the revolution in your political condition, which this comparison suggests, than any discussion of the questions involved which we could offer here.

To Irishmen throughout these provinces we appeal, in the name of seven centuries of British infamy and Irish misery and suffering; in the name of our murdered sires, our desolate homes, our deserated altars, our millions of famine graves, our insulted name and race—to stretch forth the hand of brotherhood in the holy cause of fatherland, and unite the tyrant where we can in his work of murdering our nation and exterminating our people. We conjure you, our countrymen, who, from misfortunes inflicted by the very tyranny you are serving, or from any other cause, have been forced to enter the ranks of the enemy, not to be the willing instrument of your country's death or degradation. If Ireland still speaks to you in the truest impulses of your hearts, Irishmen, obey her voice! If you would not be miscreants, recreants to the first principles of your nature, engraven upon the very corner-stone of your being, rise up from the side of the martyrs to strike down the banner of Erin! No uniform, and surely not the blood-dyed coat of England, can emancipate you from the natural law that binds your allegience to Ireland, to liberty, to right, to justice. To friends of Ireland, of freedom, of humanity, of the people, we offered the olive branch of peace and the honest grasp of friendship. Take it, Irishmen, Frenchmen, Americans—take it all and trust it. To all who stand in the ranks of the enemy, and rally under its standard to aid or abet his cause, we give the sword as firm and as earnest a gripe as ever did its work upon a foeman. We wish to meet with friends, we are prepared to meet with enemies. We shall endeavor to merit the confidence of the former, and the latter can expect from us but the leniency of a determined though generous foe, and the restraints and relations imposed by civilized warfare.

T. W. SWEENY,
Major General commanding the armies of Ireland.

OPENING OF THE U. S. DISTRICT COURT AT RICHMOND—CHARGE OF JUDGE UNDERWOOD—A QUESTION ASKED BY DAVIS'S COUNSEL.

RICHMOND, Va., June 9.—Judge Underwood, after consultation with Gen. Terry, opened the United States District Court this morning. Messrs. Reed, Brady, Brown and Bidall, of Mr. Davis's counsel, were present. Some delay occurred before the panel was complete. Judge Underwood delivered his charge, of which the following are the principal points:

"Gentlemen of the Grand Jury—I am happy to meet you again, and to know that you are still living, notwithstanding assaults that have been made upon you. Little needs to be said in addition the instructions given at Norfolk. Your last session has made you historical, and I trust efforts which have been made to intimidate you and impede the course of justice, will not make you timid and earnest in the discharge of your public duties."

The judge then referred in the severest terms to the press of Virginia, and the city of Richmond, for its share in the odious slave trade. "Complaints of threatened violence and intimidation, which have been forwarded to me by several of your number, for your late heroic and patriotic actions, have been submitted to the highest legal and military authorities of the government, and I can assure you of the earnest sympathy and firm support of all the officers of the law, not excepting the President, whom the treasonable now flatter and turn upon, for whom they will probably soon curse as heartily as they did two years ago."

The judge then recited the act punishing obstructors of justice. He charges them that they will have to exercise some restraint upon the press, which has done so much to promote duels, assassinations, murders, and so forth, and concluded, without any hint touching the famous Davis trial, as follows:

"But, gentlemen, let us act with moderation and due examination; for though a prostituted press is one of the greatest calamities, a free and virtuous press is one of the greatest public blessings, the greatest ornament, and the support of public virtue."

The grand jury retired, when William Reed, of Philadelphia, then addressed the court as follows:

May it please your honor, I present myself, in connection with my colleagues, as the counsel of Jefferson Davis, a prisoner of State at Fortress Monroe, and under indictment for high treason in your honor's court. We find in the records of your honor's court an indictment charging Mr. Davis with the high offence, and it has seemed to us due to the cause of justice, due to this tribunal, due to the feelings, of one sort or another, which may be described as crystallizing around the unfortunate man, that we should come at the very earliest day to this tribunal, and ask of your honor, or, more properly, of the gentleman who represents the United States, the simple question. What is proposed to be done with this indictment? Is it to be tried? Is it—and this is a question, perhaps, that I have no right to ask—is it to be withdrawn, or is it to be suspended? If it is to be tried, may it please your honor, speaking for my colleagues and for myself, and for the absent client, I say it with emphasis—I say it with earnestness—that we come here prepared instantly to try that case, and we shall ask no delay at your honor's hands, further than is necessary to bring the prisoner to face the court, and to enable him, under the statute in such cases made and provided, to examine the bill of indictment against him. Is it to be withdrawn? If so, may it please the convention, with all respect to your honor and the gentleman who conducts the public business here, your honor must understand as in entering our most earnest protest. We ask a speedy trial, on any charge that may be brought against Mr. Davis here or in any other civil tribunal in the land. We may be now here representing, may it please the court, a dying man. For thirteen months he has been in prison. The constitution of the United States guarantees to him not only an impartial trial, which I suppose he will have, but a speedy trial; and we have come no slight distance—we have come with all respect to your honor—we have come with strong sympathies with our client, professional and personal—we have come here simply to ask that question. I address it to the district attorney, or I address it to your honor, as may be the more appropriate. What disposition is to be made with the bill of indictment against Jefferson Davis, now pending for high treason?"

Major J. L. Hennessy, assistant United States district attorney, said he had been entirely unaware of the nature of the application just made. In the absence of the district attorney, Mr. Chandler, he was not prepared to answer the question, but would immediately telegraph to that gentleman the fact of such an application having been made. Mr. Chandler would probably arrive in Richmond this evening. If he failed to arrive, Major Hennessy stated he would himself be prepared to answer the question to-morrow morning.

Judge Underwood, addressing the counsel for Mr. Davis—"Am I to understand that that will be satisfactory?"

Mr. Reed—"Entirely so."

The court then adjourned until to-morrow, at 10 A. M.

[Special Correspondence Cincinnati Commercial.]

ORDERS FOR THE ARREST OF CONSPICUOUS FENIANS.

WASHINGTON, June 5.—The following important order was addressed to-day to all United States marshals and district attorneys:

"ATTORNEY GENERAL'S OFFICE,
Washington, June 5.

"By direction of the President, you are directed to cause the arrest of all prominent, leading or conspicuous persons called Fenians, who you may have probable cause to believe have been, or may be guilty of violations of the neutrality laws of the United States.

JAMES SPEED,
Attorney General.

THE QUESTION OF BAIL FOR JEFF. DAVIS.

Messrs. O'Connor and Shea, Jeff. Davis's counsel, have remained here all day to induce the government to decide to admit bail for their client. As yet no decision has been made, though it is believed the question was before the Cabinet meeting to-day.

Judge Underwood was here yesterday, to learn the views of the government on this question, but did not receive any positive decision. There are not a few, and among them the counsel, who are sanguine that bail will be allowed. The Attorney General and Secretary Seward are represented as half inclined to favor the the parole of Davis.

"BOTHERESS" STEPHENS IN TOWN.

Head Center Stephens arrived here to-day and visited both Houses of Congress. His appearance excited little or no curiosity, even among the Fenians. In his speech in Baltimore, last night, he said he had been deceived or betrayed by both branches of the Fenians in this country.

TREASURY SALES OF GOLD.

The secretary of the treasury, in response to the House question concerning the sales of gold in New York in May, report that there were sold $35,000,000, paying P. M. Myers, the agent, for selling, one-eighth of one per cent. The rates at which the gold was sold were: $26,550,000 at 130⅛; $6,350,000 at 130¼; $50,000 at 130⅜; $2,060,000 at 131⅛; $45,000 at 131½. These were the only sales since February.

The coin in the treasury, which had been accumulating, was held to facilitate a return to specie payment, and to protect the national currency, but not to be disposed of, in any emergency, to an extent to affect, unjustly, business, and especially the interest of the laboring and producing classes. These were his instructions to Mr. Van Dyck, and a letter of explanation, which was also submitted, shows they were fully carried out. The sales in February amounted to $15,000,000, at a premium between 37 and 18 per cent, and was made on account of apprehended political complications. The sales in May were made on account of unfavorable financial intelligence brought by the Cuba.

The sales were continued under active demand, and a large amount disposed of than would have been the case if word could have reached Mr. Van Dyck in time to suspend. But the secretary is now satisfied with the proceedings and that a suspension at the time would have caused a panic. Though regretting the heavy sales, he says the action of Mr. Van Dyck was both courageous and judicious. The soundest merchants and bankers in New York concur in this opinion.

The steamship Ephesus, of the Virginia and North Carolina direct line to Europe, has arrived at Norfolk.

Heavy claims for damages have been brought against the proprietor of the mill in Orange county, New York, which sent out poisoned flour.

The editor of the Mobile Times felicitously calls Parton the Boswell of Beast Butler.

River Intelligence.

CRESCENT OFFICE, NO. 84 CAMP STREET,
MONDAY MORNING, June 11, 1866.

The weather is about the only thing we have to write of, and it is so very changeable that we are unable to keep pace with its rapid shiftings. On Saturday it was cloudy and rainy nearly all day, and yesterday it was clear, with a pleasant breeze.

The steamers that left on Saturday had not as good trips as they expected, and would have had if it had kept clear.

The [Virginia from Louisville, and Saratoga from Red River, were among the arrivals. They are both receiving, the former to leave this evening and the latter on Wednesday.

BOATS DUE.—The Louis D'Or, from Red River; Gen. Quitman from Vicksburg, and W. R. Arthur from St. Louis, will all be in port to-day. The Quitman and Arthur return to-morrow, and the Louis D'Or on Wednesday.

We regret exceedingly to hear of the death of Clara, the daughter of our particular friend, Capt. A. C. Hopkins, of the steamer White Cloud No. 2. This melancholy event took place at St. Louis a few days since. She was riding out with her uncle, when the horse took fright and ran off, kicking little Clara and injuring her so much that she shortly died from the effects. We truly sympathize with our friend, as little Clara was his only child left, she being about ten years of age.

The steamer Virginia since her last appearance here has been greatly improved. She has a full length cabin and with every convenience that will now make her one of the most pleasant boats on the Mississippi. No boat is more complete in her appointments, which are palatial in the highest degree. The cabin exhibits a most beautiful appearance. We have given a full description of this packet and it is not necessary to go into particulars at present. All portions of the Virginia, from the hull up have been put together to last. This fact will be evident to every one who will go on board and examine her. She has great carrying capacity, and withal, has wide guards and any amount of room for the convenience of her guests. The ladies' cabin is very large and the rooms are extra size. Back of it there is a spacious hall for children, and under it there is a complete nursery including apartments for servants. Capt. J. P. Young is in command of this steamer, and he is assisted by Messrs. Charles G. Schultz and Geo. A. Williams in the office.

FAST FOOT.—The celebrated steamer Magenta, Capt. Tom. P. Leathers, made her last trip to St Louis in four days and twenty-one hours. This is the best time made for many years. She made thirty-four business landings between this city and Cairo.

The Magenta was to leave St. Louis for this port on the 6th. She will leave here next Saturday, 16th inst. Passage can be secured on this fast and safe steamer by applying to her agents.

The New Steamer, from Bayou Sara, and Louisville from Louisville, will be in port to-day. The former returns this evening and the latter to-morrow evening.

The owners of the Magnolia contemplate laying her up until the fall season opens.

The hull of Capt. W. B. Donaldson's new Dictator is now framed and will be ready to launch about the first of August. Her dimensions are as follows: 334 feet in length, 41 foot floor, 50 foot beam. She will be furnished with the Dictator's engines and four flued boilers.

We return our thanks for favors to the officers of steamers Virginia and Saratoga.

The Mittie Stevens, Capt. Longhorne, is receiving and leaves for Jefferson and way landings on Red River to-morrow.

CLIPPINGS FROM OUR EXCHANGES.

MEMPHIS, June 8.—Weather warm and sultry. Business on the landing fair. The river here declined two inches in the past twenty-four hours. The Arkansas is standing, with 21 feet to Little Rock. White river rising, with 12 feet to Duvall's Bluff. The Missouri is rising rapidly at Jefferson City. Low water and sandbars are predominant in the Ohio.

Last evening, about 4 o'clock, a young woman walked aboard the Memphis and St. Louis sunken wharfboat, went up stairs, partially undressed, stepped out on the guards and sprung into the water. The gallant Dill, and some other gentlemen who saw her leap into the river, rushed to her assistance and succeeded in rescuing her from a suicidal death.

The splendid steamer Louisville, with the popular Captain Ross on the roof, will be at the landing this morning, and leaves at 12 M. for New Orleans and way landings. Mr. Bruce, a genial and clever gentleman, does the honors of the office.

Captain Carleton has sold the steamer Bannock City to Captain Alexander Lament and others, for the sum of $27,500. She will be placed in the Nashville trade, under the command of Captain Lament.

Several steamers have gone into summer quarters at Cincinnati. The papers of that city say it requires three or four weeks for a boat to get a load, and then the freight paid would hardly keep the chamberlain in cologne water, or the cook in lucifer matches during the trip.

The Missouri, which has been enlarging its proportions for the past week, is still rapidly rising, and the "June rise" is now coming down. The rise has made its appearance sooner than has been known for years, as it generally commences about the 10th of June.

The Baltic has laid up, and we are informed the White Cloud, now due from New Orleans, will do likewise. The Luminary and Julia are resting, and the Pauline Carroll has begun to load for New Orleans. The John Kilgour, another New Orleans packet, remains laid up. When she begins to load it may be said that business has revived.

The Mary Forsyth is due from New Orleans. She met with an accident on her way up, rendering one of her cylinders inoperative, and in consequence is running on one wheel.

The Congressional committee who have been investigating the late riots in this city, were passengers on the Alton yesterday evening.

W. E. Dill will pay $100 for the body of the late Frank Perdue, pilot on the City of Memphis.

CAIRO, June 5.—The river at this point is stationary.

The weather was cloudy nearly all day. Toward night, the heavens opened, the rain fell in torrents, and we were wet.

Business was very dull.

The Mississippi and its northwestern tributaries are still falling. The Ohio is rising slowly at Pittsburg, with four feet in the channel.

The Cumberland and Tennessee are falling, with three feet water to Nashville and Florence.

The Armada brought out twenty-two hogsheads tobacco for shipment to New Orleans, and five hogsheads to St. Louis.

The Tennessee had ten hogheads tobacco, and one hundred and thirty barrels lime, and thirty barrels whisky for reshipment South.

The Trover had ninety-four bales cotton, one hogshead tobacco for New Orleans; seven bales cotton, thirty-two rolls leather for St. Louis; three hogsheads tobacco for Louisville, and three bales cotton for Capt. J. S. Lee, Cairo.

The Dubuque Herald says:

Five new bulk barges, built at Oshkosh, for the Northern Line Packet Company, arrived to-day, and are having their decks caulked. They are 150 feet long by 24 feet beam, built firm and substantial, and will be a great addition to the splendid facilities of the line. They will carry from 60,000 to 70,000 bushels.

There is some talk on the levee of an advance in freight rates, on account of the water getting so low on the rapids, compelling boats to lighten over them. Agents for independent packets refuse to contract for anything less than regular Northern Line rates, which are the same as those in use of late.

There is a splendid opening here for outside boats, and several are en route to take advantage of it. The Delaware will be here Tuesday, and has a full load contracted for. The Norman left St. Louis yesterday for this point.

St. Louis, June 6.—The river is still rising slowly here. There have been more rains here and above. The Illinois and upper Mississippi are on a stand, or may be rising slowly from the rains. Business is in a quiet state. A large amount of grain, brought by Northern line boats, was being discharged yesterday at the upper portion of the wharf.

CINCINNATI.—The Commercial of the 5th says: "The weather was clear and warm yesterday, with a refreshing rain last night. At Pittsburg, last night, the river was falling, with 51 inches in the channel. There has been a slight rise during the twenty-four hours ending last night, with 6 feet on the shortest bars hence to Louisville. There are 5 feet in the canal. There are 7 feet in the lower Ohio. The Cumberland is falling, with 3½ feet on Harpeth Shoals."

PITTSBURG.—The river continues to recede at this point, with 4 feet 3 inches in the channel, by the marks this evening. We are expecting more water here, however, as heavy rains are reported to have fallen at the headwaters of both the Allegheny and Monongahela rivers during Saturday and Sunday. Here the weather continues warm and unsettled, with frequent showers of rain. The New State, from Gallipolis, with a cargo of flour and mill feed, is the only arrival from below.

NINA SIMMES, EXPRESS PASSENGER PACKET FOR BAYOU SARA.—This fast and splendid passenger packet, in command of Capt. W. R. Greathouse, with Messrs. Troxler and Miller in the office, leaves at 5 P. M. to-day for the above and coast landings. Passengers for the coast will find the Simmes a most comfortable packet. Her table is always supplied with all that the market affords, and her officers are of the true stamp, besides being accommodating and attentive to all.

LOUISE FOR MOBILE.—The new and fine low pressure passenger packet, in command of Capt. Hopkins, leaves to-day at 4 P. M., for the above named place, from the Lake end of the Pontchartrain Railroad. Agent, I. C. Harris, corner of Camp and Common streets.

CAMELLIA FOR THE WATERING PLACES.—This regular, fast and splendid low pressure packet leaves to-day from the Pontchartrain Lake end, on the arrival of the 7½ A. M. train, for the above. Capt. A. P. Boardman is in command, and Mr. John Otway officiates as clerk.

HENRY AMES FOR ST. LOUIS—*Merchants' and Peoples' Line.*—The great St. Louis passenger packet Henry Ames, Captain Thos. L. Crawford commander, and Messrs. Craig & Leavenworth, in the office, leaves this evening at 5 o'clock, for Memphis, Cairo and St. Louis, connecting with all the railroads for all points East and West. The Henry Ames is a large, very fleet and magnificently appointed passenger packet, and has built for herself a reputation as few boats enjoy. Her cabin is a miracle of beauty, and her staterooms are large and elegant. The table of the Henry Ames is a "peculiar institution," and is always supplied with all the market affords.

VIRGINIA FOR LOUISVILLE.—This unsurpassed passenger steamer, in command of Captain J. P. Young, and Mr. Chas. Schultz in the office, leaves this evening at 5 o'clock, for Louisville, connecting at Memphis and Cairo with the railroads for all points East and West. The Virginia is a magnificent packet, of the Merchants' and People's Line, and has hosts of friends along her line of travel. Her officers are thorough steamboatmen and finished gentlemen, and travelers will find them agreeable traveling companions.

Marine Intelligence.

CRESCENT OFFICE, No. 84 CAMP STREET,
Monday, June 11, 1866.

Cleared Saturday.

Steamship Geo Cromwell, Vaill, for New York, A Moulton
Steamship Morgan, Lawless, for Galveston, I C Harris
Steamship Potomska, Merrill, for Vera Cruz, H Bart &co
Steamer Orleans, Wayne, for Mobile, Master
Steamer Planter, Henthorn, for Mobile, Master
Steamer Continental, Fowler, for St Louis, Master
Sp bark Espana, Elorieguy, for San Sebastian, Sp, Avendano Bros
Bark Wapella, Orr, for Boston, G W Hynson &co
Brig Harry Verden, Collins, for Philadelphia, G A Fosdick
Br schr Julia, Leighton, for Havana, W Wakefield

Arrived Saturday.

Steamship I C Harris, Fowler, from Galveston and Indianola, to I C Harris—1st district
Steamship J L Smallwood, ——, from Mobile, to master—1st district
Bark Warren Ordway, Hoyt, from Boston, to master—Point
Brig Wm Henry, Bernard, from Havana, to master Point
Br brig Queen of the Usk, Skendleberg, from Cienfuegos, to master—3d district 45
Italian brig Marietta, Isadora, from Palermo, to master—2d district 25
Schr Sunbeam, Pierce, 9 days from Roatan, to master—2d district 21

TOWBOATS.

Tillie C Jewitt, McCormick, from the Passes—Towed down and to sea brig Roatan and schr Emley—Brought up to Quarantine, ship Sebastopol, brig Emma, and schr Lucy—towed from Quarantine to Magnolia Plantation brig Geo Gilchrist.

Arrived Yesterday.

Steamer N P Banks, Pepper, from Pensacola, to Hawes & Bowen—1st district.

STEAMBOATS.

Virginia, Young, from Louisville.
Saratoga, Dowty, from Shreveport.
Nina Simmes, Greathouse, from Bayou Sara.
Yankee and barges, from St Louis.
Mary, Myers, from Mobile.

Below—Coming Up.

Br ship Albanebra, Moulton, from Liverpool, 2d April
Ship J H Stetson, Woodward, from Boston
Ship Sebastopol, ——, from Cienfuegos
Ship Lewis Henry, Tegeler, from Marseilles, 10th March
Fr bark Bayonnaise, Bidejary, 4 days from Vera Cruz, in ballast, to master
Bark Geo S Hunt, Mill, 6 days from Havana, to master—Cargo, 1250 hxs sugar D A Chaffroix
Brig Wm Creevy, Swain, from Philadelphia, to G A Fosdick
Sp brig Capernico, Mir, 6 days from Havana, to Puig Bros with 750 ozs Sp gold
Brig Ira, Williams, 6 days from Havana, to Rivers & Clay—Cargo, 1581 hxs sugar Rivers & Clay
Br schr Teresa, Walter, from Tampico, 27th ult, to Puig Bros—Cargo, fruit and specie.

At Quarantine.

Schr Morris, Frento, from Havana—Cargo molasses to Fagin, Marks &co
Schr Brazos, Carlton, from Naulla, Mex—Cargo, fruit
Brit schr Mail, Hardenberg, from Vera Cruz 26th ult, to M Valeanuia—Cargo, coffee

By Telegraph.

Steamship George Washington, hence for New York, arrived there at 10 o'clock Saturday morning, 9th inst.

Exports Saturday.

NEW YORK—Steamship George Cromwell—830 bales cotton 28 bbls flour 28 pkgs mdse $113,700 in gold and specie

GALVESTON—Steamship Morgan—250 bbls of flour 50 bbls molasses 10 csks bacon 115 hhds sugar 80 sks coffee 1650 sks corn

VERA CRUZ—Steamship Potomska—200 bbls flour 50 bbls potatoes 60 do onions 30 bales hay 225 hxs soap and sundries

SAN SEBASTIAN—Bark Espana—300 bales of cotton 25 hhds tobacco etc

BOSTON—Bark Wapella—1480 bales cotton 10 bales wool 32 hides 27 bbls whisky

PHILADELPHIA—Brig Harry Verden—288 bbls flour 276 empty bbls 36 empty casks 372 pkgs mdse

HAVANA—Schr Julia—36 tcs hams 400 sks corn 227 sks bran 49 pcs lumber

MOBILE—Steamer Planter—3 bbls whisky 3 bbls sugar 1099 sks corn

MOBILE—Steamer Orleans—200 bbls flour 589 sks oats 1690 sks corn 16 hhds sugar 2 bbls sugar 5 bbls whisky

ST LOUIS—Steamer Continental—195 hhds sugar 30 tcs do

Imports Saturday.

GALVESTON AND INDIANOLA—Steamship I C Harris—10 bales cotton R L Adams—5 do to Lehman, Durr & Cowgill—1 bales wool A D Grieff—120 head cattle McQuold, Mehle &co—$3000 specie D R Forbes—$1000 do Francke & Dannecl—$1814 do H J Vose—$400 do G M Bayly &co—$40 do to Fred Belting—$1443 do Schmidt & Ziegler—$325 do and sundries to order—Total 16 bales cotton $8972 in specie

MOBILE—Steamer J L Smallwood—265 bales of cotton 270 bbls rosin 34 do turpentine and sundries Perkins & Hersey

BUATAN—Schr Sunbeam—Lot fruit 18 bbls sugar 487 bbls rum 1147 lbs coffee

HAVANA—Brig Wm Henry—450 hhds sugar 200 bxs do D A Chaffroix

CIENFUEGOS—Brig Queen of the Usk—295 cks molasses to order

PALERMO—Brig Marietta—Fruit

BOSTON—Bark Warren Ordway—Astd mdse

Imports Yesterday.

MOBILE—Steamer Mary—Sundries to order

Receipts of Produce Yesterday.

LOUISVILLE—Steamer Virginia—31 cps fowls 2 pkgs eggs T Mason—1 do 30 cps fowls Miller & Meyer—3 bbls apples J B Pigmicio—44 cps fowls H Hawkins—22 do to Woodland & Buchter—12 pkgs of stoves J S Austin—12 mattresses to Str Irene—25 rolls leather 8 bxs mdse T Schorr—60 kegs butter Emley &co—25 rolls leather W J White—75 bbls chairs to Mitchell, Craig &co—20 pkgs butter to McFarlan, Straight &co—38 pkgs castings to L M Merritt—3 bxs mdse Jas Gonegal—115 pkgs mdse J A McCurdy—46 pkgs butter 13 bbls eggs King & Eco—39 pkgs eggs etc Schneider & Zuberbier—20 bbls eggs Howard, Preston & Barrett—21 bbls eggs P S DuSouchet &co—9 do Jno Burke—6 bbls eggs P G O'Riley—842 bbls pork Keap & Caulfield—100 bbls pork 60 cshs bacon Grieff & Byrnes—60 do 100 bbls pork A D Grieff—20 tcs lard J E Villavaso &co—1½ bbls lard 1 tcs bacon Butler, Terry &co—100 tcs hams Martin, Dolhonde & Cobb—4 tcs hams Baitlo, Noble &co—50 do Hewett, Norton &co—6 do 6 bxs bacon St Charles Hotel—10 do V Pesson 81 sks corn Jno Robertson—28 do 163 bales hay to West & Nettleton—49 bbls whisky Fairchild, Verhoeff & Bingham—5 bales cotton R K Walker &co 5 do J P Harrison & Son—4 do J R Powell—20 do Hunt & Hincaulay—12 do Wilson & Young—11 do Given, Watts &co—31 bales cotton 5 hhds tobacco Blakemore, Wooldridge &co—40 hhds tobacco to Howard, Preston & Barrett—9 do Anderson, Harper &co—2 Speed, Summers &co—21 do G W Hynson &co—14 do 6 bales cotton J E King—15 horses Haley—2 do J J Burnett—sundries to order—Total 99 bales cotton 91 hhds tobacco

SHREVEPORT—Steamer Shreveport—67 bales cotton Warren & Crawford—12 J W Burbridge &co 11 L M Merritt—7 Dennis & Lewis—6 C L Walmsley—6 W A Violett &co—5 R G Taylor—5 do C G Johnson—4 Campbell & Strong—3 Bellocq, Noblom &co—3 to J A White—1 J L Lee—378 hides to S M Swenson—110 do Sutherlin, Warren &co—11 do R L Mann &co—100 tons Iron Taylor &co—70 head cattle T G Noel—sundries to order—Total 130 bales cotton

ST LOUIS—Steamer Yankee and barges—335 sks corn M Druhan—388 do to order—1948 do B B Harper &co—1127 do Grace, Davis &co—1968 do Grieff & Byrnes—5902 do 126 sks oats 100 bbls of meal Perkins & Hersey—146 sks oats West & Nettleton—250 sks bran 1004 sks corn Keihler & Updike—162 bbls fire clay C T Buddecke—5289 sks corn 2242 sks oats 397 sks bran Stanhard & Slayback—50 tcs lard Martin, Dolhonde & Cobb—617 sks malt D Michel—11 bales cotton Ethell & Thomas—115 bales hay to O Bercier &co—10 bbls oil to Rice Bros &co—325 sks oats Jno T Moore—227 do M Duffy—1690 do 350 bbls pork Lamb, Quinlan & 329 sks corn Weissenbach & Klumpp—50 bbls oil Jno T Moore—183 bbl pork Childers, Tarleton &co

BAYOU SARA—Steamer Nina Simmes—72 bales cotton Ar Miltenberger—6 do Douglas West—36 P Maspero—5 A Levi—4 R Flower—1 Puig Bros—3 S Walford &co—3 F J Herron—4 J Walt &co—4 Conway Bros—26 hhds sugar McStea, Value &co—7 sks cotton C Pleasants—Total 138 bales cotton

STEAMSHIPS.

PENSACOLA.

WARRINGTON, PENSACOLA AND MILTON.

To sail on TUESDAY, 12th inst., at 4 o'clock P. M.

FOR WARRINGTON, PENSACOLA AND MILTON—The fast sailing steamship

Lizzie,

WM. WEBBER, Commander,

Will sail positively as above, from the head of the New Basin.

For freight or passage apply to

L. M. MERRITT,
47 Carondelet street.

APALACHICOLA.

FOR APALACHICOLA DIRECT.

To sail on TUESDAY, 12th inst., at 5 P. M.

FOR APALACHICOLA DIRECT—THE

A1 fast sailing steamship

Beaufort,

W. H. HUTCHINGS, Commander.

Will sail as above, from Post 16, First District.

For freight or passage apply to

L. M. MERRITT,
47 Carondelet street.

STEAMSHIPS.

LIVERPOOL.

STEAM BETWEEN LIVERPOOL AND NEW ORLEANS,

Calling at Havana and Queenstown to land undermark Mails and Passengers; taking Cotton, and signing bills of lading here as through rates of freight hence to St. Petersburg, Memel, 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.....1874 tons.....P. Jamison, Captain.
MISSISSIPPI.....1711 tons.....J. Campbell, Captain.
FLORIDA.....1637 tons.....A. Filan, Captain.
MISSOURI.....1964 tons.....A. Hancock, Captain.
ARKANSAS.....1896 tons.....T. Barron, Captain.
ALABAMA.....1829 tons.....Wm. L. Mesney, Capt.
GAMBIA.....1661 tons.....J. Graham, Captain.
CAROLINA.....1641 tons.....J. Hairby, Captain.
BOLIVIAN.....1948 tons.....H. P. P. Conche, 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 $60 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 8 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.

NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY,
STAR LINE OF STEAMSHIPS.

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

MORNING STAR.....3400 tons.....Howes, Commander.
EVENING STAR.....2018 tons.....Delaney, Commander.
GUIDING STAR.....2586 tons.....Berry, Commander.
RISING STAR.....2800 tons.....Nelson, Commander.

The new and first-class screw steamships

MISSISSIPPI.....2300 tons.....Parker, Commanding.
MERRIMACK.....2000 tons.....Vansice, 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 TUESDAY, June 12, at 5 A. 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, $80; second cabin, $40; 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,
32 Carondelet street.

FOR NEW YORK DIRECT.
BLACK STAR LINE.

To sail on SUNDAY, 17th inst., at 8 A. M.

FOR NEW YORK—THE FAST AND FAVORITE steamship

Huntsville,

FRED. CROCKER, Commander,

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

First Cabin Passage.....$80
Second Cabin Passage.....40

For freight or passage, having superior accommodations, apply to

GEO. A. FOSDICK,
50 Camp street, corner Natchez.

FOR NEW YORK.
CROMWELL'S N. Y. AND N. O. STEAMSHIP LINE.

To sail on SUNDAY, June 17, at 8 A. M.

FOR NEW YORK—THE FAST AND FAVORITE steamship

Sheridan,

BOLTON, 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.

STEAMBOATS.

VICKSBURG.

VICKSBURG AND NATCHEZ PACKET PASHION.

Leaves every SATURDAY, at 5 P. M.

FOR DONALDSONVILLE, PLAQUEMINE Port Hudson, Baton Rouge, Bayou Sara, Fort Adams, Natchez, Waterproof, St. Joseph, Rodney, Grand Gulf, Warrenton, New Carthage and Vicksburg—The magnificent passenger steamer **Fashion**, P. D. Pratt, master, E. L. Shaw and F. L. R. Ludwig clerks, will leave as above. For freight or passage apply on board, or to

TITUS & O'WARNEY,
3 Tchoupitoulas street.

VIRGINI