New Orleans Daily Crescent.

TUESDAY MORNING, JULY 3, 1866.

LETTER FROM PARIS.

Special Correspondence of the Crescent.]

PARIS, June 9, 1866.

The fête of Pentecost has just past, and Paris is again settling down into its ordinary life. It has extended over a space of three days, beginning Saturday evening the 9th, and closing with Tuesday night. A universal holiday, it liberated the scholars of the different institutions from their studies, and gave them time to roam about, visit the sights of the city, and make excursions of pleasure instead of plodding wearily through geometry, or toiling up the path of knowledge in search of the latent, hidden beauties of classical lore; it gave a temporary respite to the laborer, and afforded him an opportunity to spend his hardly earned savings. The streets were thronged with people, and near any of the public places, such as the garden of the Tuileries or the Champs Elysées, the crowd was continually passing and repassing in a never ending stream. This latter place was a perfect beehive, and teemed with its thousands of pedestrians, and multitudes seated on the convenient little yellow painted iron chairs, which occupy the broad pavement in uncounted numbers, to see and be seen. But here, let me remark, that of all the wide world, Paris is the place where there is least necessity for dress. If one is respectably and genteelly clothed nothing more is needed; for unknown as you are, among its millions, an expensive silk or extravagant diamonds, though they may have drained your pocket to purchase them, yet pass unnoticed in the crowd, or if remarked for the moment are the next instant forgotten in the sight of some greater attraction. The broad highway, as wide as from one side to the other of Canal street, the neutral ground included, was alive with vehicles of all kinds and descriptions, from the two-seated hired hack with its bony, foundered nag and glazed hatted coachee, occupied by two or oftener three of the blouses that have crowded into it, through the different grades and species of carriages: the open voiture de place, and renfise; the high English dog-cart; the dainty basket drawn by two ponies, (not forgetting the little goat-carriages that occasionally are seen;) the vehicle arranged for half a dozen persons and resembling exactly a Confederate ambulance; the large uncovered conveyance following swiftly after its four galloping horses, and reminding one of an Adams Express wagon; the state carriages of upper tendom, or the noblesse, with their cipher, or crest engraved on the door, and the imperial turn out. The French public seem to have racked their brains to discover or invent something new in the way of voitures, and surely they have succeeded, for never did I see such shapes and contrivances before. Some look like milk carts; others would seem to be a doctor's gig of fifty years ago remodelled; and, what with the lumbering omnibuses, with their crowded imperiales, and the numerous equestrians plying themselves to pieces on trotting horses, with short English shrups, it forms a mélange in which, if all the particular parts are not beautiful, at least they are various, and do not weary the eye with monotony. One of the great and most frequent features of this favorite thoroughfare, is the cabriolet dress carriage. It is a large, elegant affair, more capacious, I think, than the American style, hung on very large, easy springs, and lined inside with white, red, blue, buff uncut velvet, as it suits the complexion and taste of the owner. It is arranged so that on occasions the top divides, half going each way, thus making an open carriage of what was before a closed one, and allowing to the best advantage the beauty or rich dress and fashionable style of the occupant. In front sits the driver's seat quite high, covered with fine cloth which depends half way to the wheels, and occupied by two coachmen, dressed in their master's livery; pumps with rosettes or buckles, with stockings to just below the knee; waistcoat of the same tint as the knee breeches and coat—it may be brown, having white metal buttons and trimmed on the edges, coming close up to the neck and closed; a long coat whose tails reach nearly to the ground when John is handing nilady in or out; a stiff, peculiar collar, forcing him to hold the head erect, coming up on either side of the neck like the upper limb of a full moon just appearing above the horizon; a white stock or scarf adorned with a horse shoe pin; a white powdered wig, and finally a black beaver hat with a white band, and on the right side, near the top, a cockade makes the suit complete. Behind the carriage, on a seat of the same description, and at the same height, are two footmen, habited precisely like the others, and who keep their heads just as straight from between the same sort of uncomfortable collars. The color of the uniform is unimportant, and changes with almost each family, but the details are as I have given them. But one thing is required to make the picture complete; but that is a very important item, and must not, by any means, be omitted. It is nothing more nor less than a poodle dog—the more wool he has, and more shaggy he is, the better—to be held in the lady's lap, and put his fore paws and head out of the window, and contemplate, with all the nonchalance of a man of the world, the equipages and people that pass before his knowing eyes. Some have substituted a half grown bull dog, who lies under the coachman's feet and gives to every one that peculiarly pleasant and agreeable look that is always found in the soft face of a real "bull." Some people, particularly anxious to show off and make a splurge, turn out with four horses ridden by postilions, in different colored silks or velvet, and jockey caps, though the coachmen are not on this account dispensed with. To cross the Champs Elysées at five o'clock Sunday afternoon, when the stream is flowing in from the Bois de Boulogne, is a very dangerous, almost impossible exploit, and attended with risk to life and limb. Your "Pa Eta," in attempting to perform this wonderful and difficult feat, came very near having his feet knocked into pi.

The French Derby came off here on the 7th—Monday, of course, for all French occurrences fall on Sunday. The stake, of one hundred thousand francs, was won by Ceylon, belonging to the Duc de Beaufort. The champion of the English turf last year, Gladiator, was sick and unable to run.

One of the favorite amusements of the day, or I should say night, among the better classes, is the open air concert held every night back of the Palais de l'Industrie, which fronts on the Champs Elysées. It is given in a circular plot of ground immediately in the rear of this magnificent building, enclosed by high, gilded railings, just on the inside of which is a bed some thirty feet wide, extending round the whole length of the fence and occupied by trees, shrubs and flowers, filling the air with aromatic odors. The center is occupied by a round stand, raised on brick and stone work, to a height of about ten feet, whose floor, fifty feet across, is occupied by musicians. The covering, supported on pillars, is ornamental, and the light from its row of white painted globes gives them the appearance of a coronet of pearls with which its brow has been crowned. On the roof, which is after the oriental style, clusters of gas lights rise at frequent intervals, whose beautiful cut glass shades produce the semblance of bouquets of brilliant flowers, and the illumination of which makes the shine out of the moon, and turns night into day. On the arches which descend just under the first row of gaslights, are inscribed the names of great composers, such as Weber, Gluck and the like, who have made themselves famous by their productions, and to whom the world is indebted for those beautiful operas which nightly entrance the delighted ears of the lovers of music. Around this central point are arranged rows of chairs, sufficient, I suppose, to accommodate a thousand persons, and here the élite of Paris sit and listen to those seraphic sounds produced by the multitude of instruments. Between the last of the chairs and the bed by the inclosure, is a large, wide walk, interspersed here and there with grand old trees, whose protecting arms keep the night dews from injuring the glossy beaver hats of the gentlemen, and the queer little upside-down basket head-dresses of the ladies, which they presumingly style bonnets. This walk is a favorite promenade, and always filled with couples or trios, who, arm in arm, prefer to chat and laugh, tell Paris scandal or the news of the day, on foot, rather than, sitting down, give their whole attention to the music. The orchestra is led by Mr. —— Prevost, a name which will not be unfamiliar to many at home, who have known him as an old resident of the Crescent City. It is entirely instrumental, but the time is so perfect, everything is in such harmonious accord, it seems not a collection, but one great instrument that some master is touching with his hand of power. Now it sinks into a low wail that seems to come from a distance, or the depths of some heart stricken with grief; again it swells into a great burst of strength, as though the sufferer had shaken off the thraldom of sorrow, and in his energy and might determined not to submit to its rule longer. Two hours in the evening can not be more pleasantly spent than by going to these concerts. They commence at 8 and conclude at 11 o'clock, and the price of admission is nominal, being only one franc.

In politics you seem to be having all sorts of a time: it would be queer, if, after the close of the passed war, another revolution should burst out from such an unexpected quarter as between the President and Congress. VI ETA.

[From Yesterday's Evening Papers.]

LIVERPOOL, June 30.—Sales of cotton for two days, Friday and Saturday, were 13,000 bales, the market closing at a decline of ⅛@¼d.

LONDON, June 19.—U. S. 5-20's, 65.

The Austrians had been defeated near Frankfort. The Great Eastern left Medway with the new telegraph cable on the 30th.

Prussia and Italy formally declared war against Austria on the 19th.

The Prussians entered Dresden, the King of Saxony withdrawing into Bohemia, accompanied by Baron Beust.

The entry of the Prussians into Saxony was accompanied by a formal declaration of war. The Prussian ministers were about to leave Dresden.

The army of the king of Saxony has effected a junction with the Austrians.

The entry of the Austrians into Saxony is hourly expected.

The Prussians occupy Hanover, and threaten Frank fort.

An engagement took place between the Prussians and Hessians near Frank'o'. A regiment of the latter was almost annihilated.

The States of Oldenburg and Anhalt withdrew from the confederation.

A battle is expected near Frankfort, before which there are assembled 30,000 to 50,000 federal troops.

The federal plan of occupation is said to be for the reconquest of Holstein.

The Austrians commenced hostilities on the 18th by crossing the Silesian frontier at Gulnoyew, and firing on the Prussians. The latter have not crossed the Austrian frontier, but reports are that they are pushing toward Bohemia.

Twenty thousand Prussians occupied Lochern, two miles from Leipsic, and subsequently the Wurzen and Kiesa railroad.

The British ministry has been defeated on an amendment to the reform bill, which was carried against the government by eleven majority.

Mr. Gladstone has communicated, in consequence, with the queen, at Balmoral.

Portugal will observe strict neutrality.

BERLIN, June 19.—Prussia formally declared war against Austria yesterday. The minister of Hesse Darmstadt has been ordered to leave the Prussian capital on account of the seizure of a telegraph station by Darmstadt soldiers.

REICHENSBRG, June 17.—An army corps, 30,000 strong, was bivouacked at Jabensendorf last night; 12,000 are expected to-day at Lechendorff, and 8000 at Lettendorff.

The Prussians have occupied Zenenburg in considerable force. Reinforcements are still pouring in.

LIVERPOOL, June 29, 3 P. M.—The sales of cotton for three days, Monday, Tuesday and Wednesday, embraced 29,000 bales. Prices have declined ⅛d. Middling uplands 13 4@13 ½d. U. S. 5-20's 65.

Arrivals at the Principal Hotels.

ST. CHARLES HOTEL—H E O'Reilly, Vicksburg, Miss; Mrs Thorne, do; J Lockwood, La; S O Thomas, Natchez; H V Barringer, do; Gen J B Steadman, U S A; Gen J S Fullerton, do; S C McCloskey, N Y; S J Brooks, N Y Times; T R Davis, Harpers Weekly; Dr Engle, La; R Semple, Miss; T G Sparks, La; H Perkins, Bayou Sara; T Gibson, J P Woodfolk, N Hernan, Lee J B Mayer, Tex; G Ranger, N Y; B F Scheble, S Hocker, Vicksburg; C M Hall, Clinton Hall, Paris; Gen E Higgins, Rapides; J T Bunn, Clinton, Miss; J N Keenan, Union, S C; G L Phifer, N C; J Paist, Memphis; Mrs M Vine, Cincinnati; A Robinson, Plaquemine.

CITY HOTEL—Lt C P McPaggart, Lafourche; W Gaster, Capt McDonald, J C Schwartz, Natchez; G Moon, Tensas; W S Skinner, Mobile; Mrs O'Neil, Mrs Mills and child, Mrs Wilson and child, Miss; C L Fowler, Natchez; C H Boyce and wife, U S A; B B Berges, Rapides; C D Craighead; H Miller; J D Jacobowsky, J J White, Summit, Miss; W D Larkin, J Storms, Brookaven; D G Price, Phila; T D Harrar, Galveston; T H Howard, city; M P Powers, T D Powers, Alar J M Tucker, Jefferson; H O Flourney, Brazoria; F G Roberts; G Harris, Texas; C A Bradshaw, city; J K Nixon and sister, Texas; L Q Ayers, Miss; E Barnes, Mobile; W D Sanford, Rapides; Mrs Berge, Sabine, Texas; Maj S F Wallauer, Alexandria; J Soloman, city; J H McRea; W McClelland, St Louis; J Marks, city; Miss R L Ellis; Miss R Goodrich; A E Millemore, 1st U S Artillery; T Goodall; S Wolf, Miss; J Marks, Miss; T Caden, city; J Gorment, Vidalia; G W Green, Concordia, La.

ST. JAMES HOTEL—J S Prestridge, A M Hunt, R J Bowman, W H Spunky, city; H R Graham and son, Baton Rouge; J McGraw, Texas; R S Holt, N Kelly, Judge Sharkey, J D McDowell, Miss; T A Troutman, J Dara, Charleston, Ill; J T Childester, Camden, Ark; J Osborn, Crystle Springs; T C Newcomer; Miss; A D Sheldon, Canton, Mississippi; G Berry, J C Virden, Mrs Summers, Jackson, Miss; J Armstrong, Meridian; C N Coaby, N Y; W A Brown, Miss; S S Riggs, La; T Miller, Miss; W J Britton and son, Miss Britton, Pass Christian; W P Gazzam and family, Mobile; J B Reed, Handsboro; S Smith, Mississippi City; J S Sleir, Mobile; J W Dupuy, Hopkinsville, Ky; T G Anderson, city; S M Thomas and wife, La; Mrs M E Trigg and child, Miss Lizzie Dickson, Miss Emma Dickson, T Trigg, G N Green, Louisiana; J Norment, Miss; J H Swasey, Mrs E Butler, Miss; J Calhoun, Amite, La; S A Hobson, city; P W Reynolds, city; Thomas C Walsh, city; E Michael, city; D Pierce, J W Hanson, Mexico.

A CHILD OF THE FOREST.—A very curious event lately occurred in Hungary during a bear hunt. A very savage she bear had just been mortally wounded, when all at once a young girl, about twelve years of age, rushed out of the thicket and threw herself on the expiring beast, giving utterance to most lamentable cries. After a good deal of difficulty this young savage was captured by means of cords and nets. It has been discovered that a peasant woman, some twelve years ago, lost her child, a little girl, on the confines of the forest, and had never since been able to obtain any tidings of her. A certain Countess Redesli has taken the little girl under her care, and is obliged to feed her with roots, honey and raw meat—the usual food of bears. It will be most interesting to discover, when the child has received an education and her mental faculties develop themselves, if she will remember her former state, and be able to give an account of her life in the forest.

A few weeks ago a young man living in Devonport, England, lost a diamond ring, and retired to bed much troubled about his loss. In the middle of the night he arose from his bed and went out, undressed, in a somnambulic state, to search for the ring, and returned with it on his finger. On being awakened he stated that he dreamed that he slept, and in that sleep dreamed where the ring was to be found. On awaking, as he supposed, he proceeded to the spot indicated in his dream, found the ring, and returned with it to the house, to be awakened out of his double dream, but with his lost property regained.

The Austrian army in Italy comprises 106,200 troops of the line, 15,845 chasseurs, 36,720 Croats, 4,840 cavalry, 4900 artillerymen in garrison, 3900 for the defense of the coast and 13,900 for the field. Of non-combatants, there are 1300 engineers, 1800 pioneers, and 930 hospital attendants. Of the men intended for active service, 80,000 are to form an army of operation 40,000 for the fortresses and 20,000 for the coast of Italy and the city of Venice. The 3d corps, which is in the Frioul and at Lubiana, is 45,000 strong; but it is intended to reinforce the army of the north. There are 40,000 men stationed at Graiz, who may be dispatched to the north or south, as occasion requires. General Wetzler commands in Istria; Kronne in the Tyrol. The corps in the Frioul and that in the Tyrol are intended to keep Garibaldi in check. The position held by the Austrian army at present is purely defensive.

The terms of sixteen Senators expire on the 4th of March next. They are: Foster, of Connecticut; Pomeroy, of Kansas; Harris, of New York; Lane, of Indiana; Trumbull, of Illinois; McDougall, of California; Kirkwood, of Iowa; Davis, of Kentucky; Creswell, of Maryland; Blow, of Missouri; Clark, of New Hampshire; Nye, of Nevada; Sherman, of Ohio; Cowan, of Pennsylvania; Howe, of Wisconsin; and Nesmith, of Oregon—12 Radicals and 4 Democrats.

Some one has discovered among the "conscience letters" received almost daily by the secretary of the treasury, a note signed "B. F. B.," inclosing $5. This would suggest Butler were the amount larger. It would require much more than that to ease his conscience, if he has such a thing.

River Intelligence.

CRESCENT OFFICE, No. 94 CAMP STREET, Tuesday Morning, July 3, 1866.

Yesterday was cool and dusty. Business on the landing continues to be very dull.

It is really distressing to read accounts of the perfect stagnation of business everywhere. However, we should not repine. We cannot expect good times always. We can only advise our steamboat friends to take things quietly and keep cool.

We return our thanks for favors to the officers of steamers Quitman, Ruth, Cotile, Louis D'Or and Idahoe.

The Gen. Quitman will lay up for six weeks, during that time she will be repaired throughout. She will have a new set of boilers, new cylinders, timbers repointed, and will, if it is necessary, be docked. After having been repaired she will resume her place in the Vicksburg trade.

The Grey Eagle, in charge of Capt. J. M. White, leaves this evening for Vicksburg and intermediate landings, carrying the U. S. mails, and will continue to leave every Tuesday, attending to the business of the Quitman. Messrs. Ayles, McVay and McCrindell are the clerks of this steamer.

We understand that the steamer Ruth will not leave to-day, but will leave positively to-morrow evening for Memphis, Cairo and St. Louis. Mr. A. Clark officiates in the office of this steamer, this trip, in place of Mr. Greenough, who has gone East on a visit.

CLIPPINGS FROM OUR EXCHANGES.

MEMPHIS, June 30.—The weather yesterday was clear and pleasant. Business was quite dull and the boats leaving port went with light trips. The river continues to rise steadily, our prognostications to the contrary notwithstanding, and during the day yesterday rose two inches. White and Arkansas rivers are both falling rapidly, though there is more water in them than is required for steamboating.

CAIRO, June 29.—The river at this point is about stationary. The wind was blowing pretty hard all day, so that it was hard work for pilots of stern-wheel crafts to land them as well as difficult to determine exactly what the river was doing.

The weather was pleasant enough considering that we were living near the frigid zone.

The Virginia had a very fine trip in quantity, but poor in quality. She brought from St. Louis about 1000 tons assorted freight and added here about 100 tons. The principal was way freight.

CINCINNATI, June 28.—The weather yesterday was clear and very pleasant, the thermometer in the shade indicating a temperature of eighty-four degrees.

At Pittsburg at noon yesterday the river was falling, with a foot 1 inch of water in the channel, with cloudy weather, at a temperature of seventy-five degrees above zero. By the mark at the waterworks, the river had risen 2 feet 4 inches during the 24 hours preceding six o'clock yesterday morning, at which time there were 17 feet 8 inches water in the channel. During the remainder of the day it continued to rise at the rate of an inch and a half an hour.

ST. LOUIS, June 30.—The river fell about twelve inches in the twenty four hours ending last evening. Heavy rains have fallen on the Upper Mississippi, and it is rising all the way down. There is a good stage of water on the Illinois, and all the way through. It is probable that for six weeks to come the boats will run between this point and St. Paul without reshipping or any sort of trouble.

The Illinois is falling, with three feet in the channel below Peoria.

The Missouri is at good stage and likely to continue that way for weeks yet.

The good time for the highest draft boats seems to have been postponed. Business is dull at present. Shipments of grain to all Southern rivers and points is inactive. The boats in the Missouri River trade get good freights from this port. The weather is pleasant, cool and windy.

GREY EAGLE FOR VICKSBURG.—*U. S. Mail Packet.*—This superior and regular packet leaves for the above and all way landings at 5 o'clock this evening. The Grey Eagle is a splendid boat, with a large and splendid cabin, and is remarkably well known for her speed, reputation for safety, the attention of her officers to the comfort and enjoyment of guests, and her regularity and reliability. Capt. J. M. White is in command, and Messrs. Ayles, McVay and McCrindell are the clerks.

J. M. SHARP FOR LAFOURCHE.—This fast and superior passenger packet, in command of Captain Henry Streck, with Captain Dalferes in the office, leaves for the above and all coast landings at 5 o'clock this evening.

LOUISE FOR MOBILE.—This new and fine low-pressure passenger packet, in command of Capt. Hopkins, leaves to-day at 12 m., for the above named place, from the Lake end of the Pontchartrain Railroad. Agent, L. C. Harris, corner of Camp and Common streets.

STARLIGHT FOR RED RIVER.—The justly popular and unique passenger packet Starlight, Capt. Chas. Hayes, commander, and Mr. C. F. Hayes, clerk, leaves this evening for Shreveport, Jefferson and all way landings. Her passenger accommodations are unsurpassed by any boat in the trade, while her commander and officers are no less popular than the boat.

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.

CAMELIA 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 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, Tuesday, July 3, 1866.

Cleared Yesterday.

Nor bark Deodata, Marcussen, for Pensacola, in ballast.

Arrived Yesterday.

Steamship Lizzie, Webber, from Pensacola, in ballast, to master—Basin

Bark Emma C Litchfield, Crockett, 32 days from Portland (Me), to Thorndyke & Norton—3d district 34

Bark Hanson Gregory, Gregory, 31 days from Rockland (Me), to Russell & Hall—1st dist 33

Bark Asphodel, Norton, 36 days from Boston, to Marcy, Meggett & Maury—3d district 39

Brig American Union, Smith, 30 days from Boston, to G A Fosdick—3d district 35

Schr R R Townsend, Townsend, 30 days from Philadelphia, to master—Fort Jackson

Mex schr Louisa, McPherson, 8 days from Rustan, to master—2d district 20

TOWBOATS.

Blackbird, Germain, from the Passes—Towed down and to sea, 27th ult, bark Scotland, brigs Wm Creevy and Queen of the West—Brought up brig American Union

STEAMBOATS.

Louise, Hopkins, from Mobile.
Ruth, Duble, from St Louis.
Louis D'Or, Johnson, from Carolina Bluffs.
Idahoe, Keeling, from Camden.
St Nicholas, Heno, from Bayou Sara.
Cotile, Rawlings, from Tensas River.
Live Oak, Bassett, from Fort Jackson.
A G Brown, Quesnel, from Buras Settlement.
Cornie, Aucoin, from Thibodaux.

Below—Coming Up.

Ship Lewis Henry, Tegeler, from Marseilles, 10th March

Ship N Boynton, Hyler, 20 days from Boston, to master

At Quarantine.

Danish bark Boy Ben Dixon, Christensen, from Havana 9th May, via Cienfuegos 16th ult—Cargo, 390 bxs 488 hhds sugar D A Chaffraix

Domestic Ports.

New York, June 25—Arrived, steamship Sheridan, Bolton, from New Orleans June 17. Sailed (same date) schr D C Foster, for Pensacola.

Boston, June 23—Sailed, steamship St Louis, for New Orleans.

Foreign Ports.

Barcelona, June 8—Arrived, from New Orleans, Belisario.

Queenstown, June 12—Arrived, ship Lotus, from Pensacola.

Liverpool, June 14—Arrived, Clara Ann, from Apalachicola.

Havre, June 10—Arrd, ship Edith, from Mobile.

Spoken.

May 29, in latitude 41, longitude 59, ship Regent, Hancock, hence for Liverpool.

Marine Disasters.

The British ship Telegraph, Phelan, from Cardiff (via the mouth of the Mississippi river) for Quebec, with a cargo of coal, was totally wrecked at Scatherie, C. B., on the 14th ult.

Imports Yesterday.

PORTLAND—Bark Emma C Litchfield—656 tons ice 35 bales hay to J L Warner &co

ROCKLAND—3911 csks lime 40 spars Russell & Hall

BOSTON—Bark Asphodel—482 tons ice to J L Warner &co—astd mdse to order

BOSTON—Brig American Union—Astd mdse

MOBILE—Steamer Louise—25 bxs tobacco to Mayer Bros—$10,000 silver and sundries to order

RUATAN—Schr Louisa—25,000 plantains 5000 cocoanuts 1500 bunches bananas 6 bbls limes 150 pineapples 1 bbl mangoes to master

Receipts by Railroad.

N. O., J. & G. N. R. R.—July 2—28 bales cotton Aiona & Scherck—5 do T H & J M Allen—68 A J Tully &co—2 Britton, Moore & Bragg—1 Allison &co—12 Thornhill & Richardson—2 Meyer, Weis &co—1 Payne, Huntington &co—1 Clinton & Richards—16 H Allison &co—15 R Pritchard—72 Warren & Crawford—9 Summers & Brannins—3 Bower & Garner—1 J Weir &co—2 Edwd Nalle—5000 feet lumber Wm M Grant &co—4500 do John P Baker—4000 do W D Weaver—4000 J R Chandler—1 car of cattle J B Falls—sundries to order—Total 153 bales cotton

N. O., O. & G. W. R. R.—July 2—26 head of cattle McQuoid, Mehle &co—10 bales moss J Butler—17 sks potatoes J Cherot—7 bales moss Montagne & Carlosa—5 do J A Bonnafon—2 Blanchin & Girand—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 hereby 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 so 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 fall 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	1171 tons	J. Campbell, Captain.
FLORIDA	1037 tons	A. Flinn, Captain.
MISSOURI	1064 tons	A. Hancock, Captain.
ARKANSAS	1096 tons	T. Barron, Captain.
ALABAMA	1329 tons	Wm. L. Mesney, Capt.
GAMBIA	1051 tons	J. Graham, Captain.
CAROLINA	1041 tons	J. Halsby, Captain.
BOLIVIAN	1048 tons	H. P. P. Couche, Capt.

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

For rates of freight apply to
HUNTER, ASHEW & 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.

APALACHICOLA.

To sail on THURSDAY, 5th inst., at 5 P. M.

FOR APALACHICOLA DIRECT—THE fast-sailing steamship

Tappahannock,

J. H. HUCKINS, Commander,

Will sail positively as above, from Pier 17, First District.

For freight or passage apply to
MERRITT, DUNBAR, McKINNELL & CO.,
47 Carondelet street.

PENSACOLA.

WARRINGTON, PENSACOLA AND MILTON.

To sail on THURSDAY, 5th inst., at 5 o'clock P. M.

FOR WARRINGTON, PENSACOLA AND MILTON—The A1 fast sailing steamship

Lizzie,

WM. WEBBER, Commander,

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

For freight or passage apply to
MERRITT, DUNBAR, McKINNELL & CO.,
47 Carondelet street.

STEAMSHIPS.

NEW YORK.

NEW YORK MAIL STEAMSHIP COMPANY.
STAR LINE OF STEAMSHIPS.

FOR NEW YORK DIRECT—THE NEW and splendid side-wheel steamships—

MORNING STAR.....2600 tons.....Howes, Commander.
EVENING STAR.....3018 tons.....Delaney, Commander.
GUIDING STAR.....2596 tons.....Berry, Commander.
RISING STAR.....2600 tons.....Nelson, Commander.

The new and first-class screw steamships

MISSISSIPPI.....2000 tons.....Forbur, Commanding.
MERRIMACK.....2000 tons.....Venice, Commanding.
MARIPOSA.....1200 tons.....Quick, Commanding.
MONTEREY.....1200 tons.....Whitman, Commanding.

The new and first-class side-wheel steamship

Evening Star,
2000 tons,
J. J. DELANEY, Commander.

Will leave the Company's Wharf, foot of Jackson Square, on SATURDAY, July 7, at 8 A. M.

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 AT REDUCED RATES.

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,
80 Carondelet street.

FOR NEW YORK DIRECT.
BLACK STAR LINE.

To sail on WEDNESDAY, July 4, at 8 A. M.

FOR NEW YORK—THE ELEGANT, FAST and favorite steamship

Pung Shuey,

J. B. ELDRETH, Commander,

Will sail from her wharf, foot of St. Joseph street, as above.
First Cabin Passage.....$50
Second Cabin Passage.....30
For freight or passage, having unsurpassed accommodations, apply to
GEO. A. FOSDICK,
80 Camp street, corner Natchez.

NEW YORK, BALTIMORE, KEY WEST AND HAVANA.

To sail on THURSDAY, July 5th, at 7 P. M.

THROUGH TICKETS TO NEW YORK, $60.

FOR NEW YORK, BALTIMORE, KEY WEST AND HAVANA—The magnificent ocean steamship

Liberty,

HAIN, Commander,

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

For speed, safety and comfort this steamer 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.

No freight received after 12 o'clock on day of sailing.

Perishables for Philadelphia and through bills of lading signed therefor.

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

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

CROMWELL'S NEW YORK AND NEW ORLEANS STEAMSHIP LINE.

FOR NEW YORK DIRECT—THE FAST and regular steamship

Geo. Cromwell,

E. C. VAILL, 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.

GALVESTON—INDIANOLA.

FOR GALVESTON, INDIANOLA AND LAVACA.

MORGAN LINE
UNITED STATES MAIL STEAMSHIPS.

Leave on THURSDAY, July 5, at 8 A. M.

PASSAGE TO GALVESTON.....$21
PASSAGE TO INDIANOLA.....30

Freighting this steamer to Galveston, Indianola and Lavaca at reduced rates, and as low as by any other steamer now up for either of the above ports.

Freights delivered at Lafayette Square free of extra charge.

FOR GALVESTON, INDIANOLA and LAVACA—The low pressure side-wheel steamship

Morgan,

JOHN Y. LAWLESS, Commander,

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

Bills of lading signed at the Agent's office.

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.

BLACK STAR LINE.

To sail on THURSDAY, July 5th, at 7 o'clock P. M.

PASSAGE TO GALVESTON.....$21
PASSAGE TO INDIANOLA and LAVACA.....30
FREIGHT TAKEN AT THE LOWEST CURRENT RATE.

FOR GALVESTON, INDIANOLA AND LAVACA—The fast and splendid side-wheel steamship

Lillian,

F. OLSEN, Commander.

Will sail as above, from Lee wharf, foot of St. Joseph street.
For freight or passage, having unsurpassed accommodations, apply to
GEO. A. FOSDICK,
80 Camp street, corner Natchez street.

☞ Bills of Lading signed at the Agent's office.

STEAMBOATS.

VICKSBURG

VICKSBURG, NATCHEZ AND NEW ORLEANS REGULAR TUESDAY U. S. MAIL PACKET.
Leaves every TUESDAY, at 5 P. M.
(Attending to all business of steamer General Quitman.)

FOR VICKSBURG, NATCHEZ, GRAND GULF, Rodney, Fort Adams, Bayou Sara, Port Hudson, Baton Rouge, Plaquemine, Donaldsonville, and all intermediate coast and plantation landings—The magnificent passenger packet

Grey Eagle,

J. M. WHITE, Master,

will leave as above. The Grey Eagle will take freight and passengers for Memphis and the Bends, with privilege of reshipping on the steamer Lee Ate, and for Yazoo River, with the privilege of reshipping on the steamer Emma No. 2. For comfort, speed and safety this boat is unsurpassed, and her table is supplied with the best the market affords. For freight or passage apply on board, or to
GEO. D. RITE, 54 Gravier street.

For information relative to Yazoo River freights apply on board or to TITUS & GWARTNEY, 3 Tchoupitoulas st.
VIRGINIUS C. DENTZEL, Advertising Agent.

VICKSBURG AND NATCHEZ PACKET FASHION,
Leaves every SATURDAY, at 5 P. M.

FOR DONALDSONVILLE, PLAQUEMINE Port Hudson, Baton Rouge, Bayou Sara, Fort Adams, Natchez, Vicksburg, St. Joseph, Rodney, Grand Gulf, Warrenton, New Carthage and Vicksburg—The magnificent passenger steamer Washington P. D. Pratt, master, R. L. Shaw and W. L. Lindsay, clerks, will leave as above. For freight or passage apply on board, or to TITUS & GWARTNEY,
3 Tchoupitoulas street.
VIRGINIUS C. DENTZEL, Advertising Agent.

BAYOU SARA.

Leaves every WEDNESDAY at 10 A. M., and every SATURDAY at 5 P. M.

FOR BAYOU SARA, BATON ROUGE, PLAQUEMINE, Donaldsonville, and all intermediate landings—The new and superb side-wheel steamer St. Nicholas, S. Heno, master, J. C. Libano, clerk, will leave as above. Returning, she will leave Bayou Sara every SUNDAY and TUESDAY. For freight or passage apply to
LEONCE BATHI, 16 Bienville st.
Shippers are responsible for payment of freight.
VIRGINIUS C. DENTZEL, Advertising Agent.

REGULAR BAYOU SARA PACKET.
STEAMER NINA SIMMES—W. R. GREATHOUSE, Master
THOKLES and MILLER, Clerks.
Leaves every MONDAY at 5 P. M., and FRIDAY at 10 A. M.

FOR BAYOU SARA, PORT HUDSON, BATON Rouge, Plaquemine, Donaldsonville, and all intermediate landings on the coast, taking freight for all landings on Bayou Lafourche. For freight or passage apply on board, or to
TITUS & GWARTNEY, Agent, No. 3 Tchoupitoulas st.
VIRGINIUS C. DENTZEL, Advertising Agent.

OPELOUSAS.

Leaves Every SATURDAY, at 5 o'clock P. M.

FOR OPELOUSAS, WASHINGTON, FORT BARRE, mouth Bayou Rouge, and all intermediate landings on Bayou Courtableau, Atchafalaya and Mississippi rivers—The fine, light-draught passenger steamer Cleona, J. C. Pickett master, J. S. Schmit clerk, will leave as above. Returning, will leave Washington every WEDNESDAY MORNING, at 10 o'clock. Particular attention paid to coast business. For freight or passage apply on board, foot of St. Louis street.
VIRGINIUS C. DENTZEL, Advertising Agent.

Leaves New Orleans EVERY WEDNESDAY, at 5 P. M.

FOR OPELOUSAS, WASHINGTON, FORT BARRE, Stumpport, Mouth Bayou Rouge, and all intermediate landings on Bayou Courtableau and Atchafalaya river—The regular New Orleans and Opelousas weekly packet steamer Irene, O. Hinckley, master, R. Kenison, clerk, will leave as above. For freight or passage apply on board, or to
J. E. CARLIN, 33 Old Levee street.
VIRGINIUS C. DENTZEL, Advertising Agent.
N. B.—The steamer Irene, will land passengers at any point on the coast.

STEAMBOATS.

MOBILE.

FOR MOBILE AND WATERING PLACES.
DAILY PACKETS.
Touching at Bay St. Louis, Pass Christian and Mississippi City
MORGAN LINE U. S. MAIL STEAMERS.

Leaves TUESDAY, July 3, on the arrival of the 12 M. Pontchartrain Railroad train.

FOR MOBILE—TOUCHING AT BAY ST. LOUIS, Pass Christian and Mississippi City—The new iron side wheel and low-pressure steamer

Mary,

A. L. MYERS, Commander.

Will leave as above, carrying the U. S. Mails.
Freight taken at greatly reduced prices, and Bills of Lading signed through to above named points at the Agent's office.
Home bound steamer will leave Mobile every Monday at 5 P. M., after which Freights for Watering Places received daily until 12 M. train.
N. B.—Both going and returning, Daily Trips will be made as above, unless prevented by low water and foul weather.
T. C. HARRIS,
Cor