The New Orleans Crescent.

SUNDAY MORNING, JANUARY 26, 1868.

New Orleans Money Market.

CRESCENT OFFICE, No. 96 CAMP STREET, Saturday Evening, Jan. 25, 1868.

The movement in financial circles to-day has disclosed no variation of any kind that calls for special notice. Gold opened at yesterday's closing figures, and after having fluctuated to about the average daily extent, closed this evening at ¼ ⅌ cent. decline. The offering supply was but barely moderate throughout, and as the demand was at no time active or general, operations included only the appended amounts, viz: $6000 at 138⅞; $1000, $3000, $10,000 and $20,000 at 138¾; $2000 at 138⅝; $5000, $10,000 and $10,000 at 138½ and $10,000 at 138¾. Sales of Silver comprised $1300 American halves at 132; $2500 do. at 133, and some small lots of Mexican dollars within the range of our quotations, which now rule as follows, viz: Gold 138½@139, American Silver coin 132@133, and Mexican dollars 140½@141½.

DOMESTIC EXCHANGE—The most noticeable feature in the movement under the above heading to-day has been a slight strengthening of rates, arising from a marked falling off in the supply of commercial. Purchases of Cotton for Northern and Eastern account having been partially suspended during the past few weeks, there has been but little addition made in the meantime to previous offerings, while the remittance demand, although of a very restricted character, exhibited on the whole a highly respectable aggregate from week to week. The sales to banks and bankers to-day included $10,000, $12,000, $20,000, $25,000, $40,000, $45,000 and $50,000 bankers' New York sight at ⅛ ⅌ cent. discount; $3000, $10,000 and $13,000 Commercial do. at 11-16 ⅌ cent. discount; $10,000 and $58,000 do. at ¼ ⅌ cent. discount; and $10,000 five days' sight at ⅛ ⅌ cent. discount. In the absence of any quotable variation in rates we continue to quote as follows, viz.: ⅛ ⅌ cent. discount at bank and 11-16@13-16 ⅌ cent. discount out of doors for sight checks on the Northern cities.

FOREIGN EXCHANGE—Sterling and Francs have been more firmly held to-day, but the demand was light throughout, and as the supply was more than ample to meet ordinary requirements, no quotable advance has transpired in rates. The total operations have been restricted to £12,000, bill of lading sterling—equal to clear bills—at 151¼, $500 bank sterling, at 153½; 50,000f. commercial francs at 3.75f. and 100,000f. bankers' do. at 3.73¾. Quotations now rule at 152@153 for bank sterling, 151@152 for clear bills, 149½@151 for bill of lading bills, 3.72½@3.70f. for bank francs and 3.78¾@3.73¾ for commercial francs.

UNCURRENT NOTES AND SECURITIES—Operations in City and State notes have disclosed still further weakness since our last. The offering supply was heavy throughout and the inquiry was restricted to an unusually limited number of buyers for Saturday, which heretofore has been the most active day of the week, especially in the small issues, which are extensively used in payments and settlements. The purchases and sales to day have been confined to the annexed amounts, viz: $3000 and $5000 small City at 4 ⅌ cent. discount, $2000 do. at 4½@5 ⅌ cent. discount, $4000 and $6000 do. at 5 ⅌ cent. discount, $2000 do. at 5¼ ⅌ cent. discount, $1500 large do. at 12½ ⅌ cent. discount, $5000 do. at 13½ ⅌ cent. discount, $5000 do. at 13¾ ⅌ cent. discount and $1000 do. at 14 ⅌ cent. discount. Sales of Stocks have been restricted to thirty shares Union Bank at 35½ and 35 shares Carrollton Railroad at 78.

REAL ESTATE—There was a large amount of property offered at the Merchants' Exchange to-day, but the bidding was dispirited and the sales were comparatively light. As an indication of present ruling prices, however, we subjoin a full report of the operations of one of our most popular auctioneer firms:

Sales by J. B. Walton & Deslonde, Jan. 25, 1868:

One lot of ground on Carondelet street, corner of Enterpe, $2350.

One lot of ground on Carondelet street, adjoining the corner, $1820.

One lot of ground on Carondelet street, third from the corner, $1930.

One lot of ground corner Rocheblave and Banks streets, $350.

Four lots of ground, being a portion of square No. 448, bounded by Galvez, Miro, Thalia and Erato streets, at $51 a lot, $204.

Eighteen lots of ground, being square No. 449, bounded by Galvez, Miro, Melpomene and Thalia streets, at $44 a lot, $792.

Fourteen lots of ground, being a portion of square No. 463, bounded by Miro, Tonti, Thalia and Erato streets, at $35 a lot, $490.

Twenty lots of ground, being square No. 462, bounded by Miro, Tonti, Melpomene and Thalia streets, at $39 a lot, $780.

One triangular lot of ground, corner of Erato and Rocheblave streets, in square No. 566, bounded by Tonti, Rocheblave, Erato and Clio streets, $55.

Twenty lots of ground, being a portion of square No. 464, bounded by Tonti, Rocheblave, Erato and Thalia streets, at $26 a lot, $520.

Ten lots of ground, being a portion of square No. 465, bounded by Tonti, Rocheblave, Thalia and Melpomene streets, at $36 a lot, $360.

Nine lots of ground, being a portion of square Nos. 479 and 568, bounded by Rocheblave, Dorgenois, Clio and Erato streets, at $25 a lot, $225.

Twenty lots of ground, being a portion of square No. 478, bounded by Rocheblave, Dorgenois, Erato and Thalia streets, at $23 a lot, $460.

One triangular lot of ground, corner of Rocheblave and Thalia streets, in square No. 477, bounded by Rocheblave, Dorgenois, Thalia and Melpomene streets, measuring twenty-eight feet two inches six lines front on Rocheblave street, $35.

Twenty three lots of ground, being a portion of square Nos. 480 and 593, bounded by Dorgenois, Broad, Clio and Erato streets, at $30 a lot, $690.

Seven lots of ground, being a portion of square No. 481, bounded by Dorgenois, Broad, Erato and Thalia streets, at $32 a lot, $224.

Six lots of ground, being a portion of square No. 595, bounded by Broad, White, Clio and Calliope streets, at $23, $138.

Seventeen lots of ground, being a portion of square No. 594, bounded by Broad, White, Clio and Erato streets, at $24 a lot, $408.

Total, $11,831.

SPECIAL DISPATCHES.—We are indebted to the Western Union Telegraph line for copies of the following private dispatches received over that route to-day, viz:

New York, Jan. 25—10 A. M.—Gold opened at 140. 11 A. M.—Gold 140. Cotton—demand moderate, prices firm and unchanged; sales for the week 33,000 bales; receipts 19 503 bales; exports 13,000 bales; stock on hand 40,000 bales. Sterling 109½@110¼. 12 M.—Gold 139¾. Cotton—Demand moderate; prices firm; low middlings 17@17¼c., middling 17½c., Mobile 18c., Orleans 18¼c., good middling 19c. Sterling steady. 3 P. M.—Gold closed at 140. Cotton—demand good, prices tending upward; low middlings 17¼@17½c. middlings 18@18¼c., Mobile 18½c., Orleans 18¾@19c., good 19½c. Sterling steady.

Liverpool, Jan. 25—11 A. M.—Cotton—demand good; prices firm; estimated sales 12,000 bales; uplands 7¾d.; Orleans 8d. 3. P. M.—Cotton market active. Sales to-day 13,000 bales: uplands 7¼@7¾d., Orleans 8@8¼d.

London, Jan. 25—11 A. M.—Consols 92¾@93. Five-twenties 72.

THE STATE DEBTS.—In calculating the financial condition of the country, and estimating what is to be done in order to restore the state of affairs that existed before the war, there is a tendency to employ the national debt as the one and only matter of importance. And in reckoning how much progress has been made since the rebellion closed there is a similar lapse attributable to a similar oversight. The fault is not universal, we are aware, but it is so general as to influence many whose expectations would be more wisely ordered were they to include in their scope the several State, county and city debts that exist in different directions.

Precisely what these indebtednesses amount to we are unable to state, after having preserved the annual reports of the States for some time. A statement lately published makes the indebtedness of 1866 $352,154,590, against $255,849,709 six years ago, an increase of $96,304,881. This includes only the loyal States, the rebel increase being confined to an accumulation of overdue interest by the results of the war. But this is an item of moment. Alabama has increased her debts thus, $256,972; Florida, $255,863; Louisiana, $3,334,096; North Carolina, $2,303,495; Virginia, $11,871,600; and Texas, $2,320,360—constituting an aggregate increase for these six named States of $21,342,386. This, added to the $96,304,881 of the loyal States, constitutes a State indebtedness of $117,647,267, to be added to the national debt before the footings are complete. But even this will not cover the whole ground. We must further add county, city and town debts to the national and State, and these cannot be even approximated from any statistics with which we are acquainted.

In partial offset to these uncomfortable facts it remains to be stated that several commonwealths have lessened their debts very sensibly since the war, and that one, if not two, have no State debt. Our own State is in the former category. A judicious financial policy has enabled Pennsylvania to step forward among the first few in the path towards complete freedom. That which has already been accomplished has been brought about so imperceptibly, and such arrangements have been made for the future, that we confidently anticipate the extinction of our debt at no remote period and without any great oppression. The Western States—Illinois, Ohio and Indiana—have done the same, and are rapidly working out from their loads. But this is not the case generally. Vermont was without debt when the rebellion began, but now owes $1,567,500, and Rhode Island, equally free at the outset, has to face a debt of $3,625,500. Wisconsin, too, is $2,182,191 worse off than it was, and Tennessee nearly $10,000,000. Minor debts cannot be set down until each State has taken account of these minor local burdens. We may expect that before long they will be tabulated and published, and then we shall be able to cast up the exact footing, and know the true debtor and creditor account of the country.

These facts are not agreeable to study, but it is imperative that they should be exactly known in order to be provided for. No good can come from their concealment. They are just as much an heirloom of the rebellion as was the national debt, the loss of life, the destruction of property, or any other incident of the great struggle. They do not directly affect the current reduction of the national debt, and yet since property owners are taxed to meet city, county and State debts, they are less able to contribute heavily to another, and so the national must for a time be affected by local considerations. These charges have also lessened the taxable valuation of property in many quarters. As the valuation falls the income is lessened, and the period postponed when we shall feel ourselves again on firm ground.

We do not advance these facts to dishearten any one, and their publication will in the end have a contrary result. It is good policy that demands to have the worst known, since the unknown is always surrounded with doubts. As soon as all of the conditions that should regulate our policy are ascertained, that policy will be shaped to meet them. We have recovered much and improved much in the last three years. If we are compelled to practice a rigid economy in the administration of public affairs of every nature, to husband our resources, to cultivate opportunities for profit, and to meet our obligations promptly, the time when these duties will devolve upon us will be shortened annually, we shall have greater industry and a speedier resumption of that prosperity that is the normal condition of the land.—[Phil. N. American.

Commercial Intelligence.

CRESCENT OFFICE, No. 96 CAMP STREET, Saturday Evening, Jan. 25, 1868.

COTTON—The market has been very buoyant throughout to-day, but the total sales have been limited to 4200 bales, owing to the restricted character of the supply and to the unusually high prices demanded by factors. Buyers willingly paid ¼c. ⅌ lb. advance on all classifications, and in exceptional cases they submitted to a still further improvement, but even this did not effect the object desired—an augmentation of the offerings. The demand was of an active and general character from the opening to the close of business, and the aggregate operations would doubtless have been exceedingly heavy had the supply on sale been equal to the requirements of purchasers. We have again enhanced our figures, and would now quote as follows, with the remark that the market closes exceedingly stiff at these prices, viz: Ordinary 14¼@15¼c., good ordinary 16@16½c., low middling 17@17¼c., middling 17½@17¾c., strict middling 18@18¼c., and good middling nominal at 18¾c.@ —. It is hardly necessary to add that the stringency in prices is principally due to the active and upward movement of the Liverpool and New York Cotton markets, and incidentally to an unmistakable improvement in the rates of Foreign Exchange.

COTTON STATEMENT.

Stock on hand Sept. 1, 1867	16,855
Received since yesterday	1,113
Received previously	362,360-363 473
	380,338
Exported since yesterday	3 121
Exported previously	288,406-289,527
Stock on hand and on shipboard this evening	90,801

The exports include 87 bales for Philadelphia; 321 bales for New York, and 2713 bales for Liverpool.

SUGAR—The market to-day is less animated than has been noticed for some time past. Receipts, however are light, but the demand to-day has fallen off materially, although prices remain steady and firm. Sales comprise all the receipts, and we still quote:

Inferior	7¼@ 9c. ⅌ lb.	Fully Fair	12¾@13 c. ⅌ lb.
Common	9½@10c. "	Prime	13¼@13½c. "
Good Com	10 @11½c. "	Choice	13¾@14 "
Fair	12 @12½c. "	Yellow clar'd	14 @14½c. "
Good Fair	12¾@12¾c. "	White "	15¼@15½c. "

Receipts since yesterday 403 hhds.

MOLASSES—Continues in good request, and prices for all descriptions steady and firm. Sales embrace all the receipts, at 59@62c. for common, 67@72½c. for fermenting, 75@77½c. for strictly prime to choices, and 80c. ⅌ gallon for choice.

FLOUR—The market to-day is very quiet, but prices, especially for the grades of superfine and double extra, still tending up. Other grades are steady and very firm. Sales are confined to 1400 bbls., of which 50 and 500 superfine at $10; 100 do. at $10 12½; 100 double extra, and 200 on its merits, at $10 25; 200 do. on private terms, and 50 do. at $10 50 ⅌ bbl. We now quote jobbing at $10 25 for superfine and $10 75 ⅌ bbl. for double extra.

CORN—The market is quiet, but steady and firm. Sales 3140 sacks, of which 2000 sacks white at 97c. and 700 white at 97@$1, and 300 white and yellow at $1 ⅌ bushel.

OATS—Are dull, but prices steady. Sales 100 sacks at 85c. ⅌ bushel.

BRAN—Only 50 sacks were reported at $1 90 ⅌ 100 lbs.

HAY—Is dull, and prices for round amounts unsettled and drooping. Sales to-day 100 and 200 bales fair Western at $20 ⅌ ton.

PORK—The market is inactive to-day, but holders are firm and unchanged in their views. Sales to-day 100 bbls. in lots, at $22 50, and 100 in one lot, on private terms. We quote lots $22 25@22 50, and jobbing at $23 ⅌ barrel.

BACON—Only a moderate jobbing trade is doing to-day at 10¼@10½c. for shoulders; 12½@12¾c. for clear rib sides; 13c. for clear sides, and 12@17c. ⅌ lb. for hams. Sales 15 casks clear sides on private terms.

LARD—Is quiet and the market steady and firm, at 12½@13¼c. for tierces; 14¾@15c. ⅌ lb. for kegs.

RYE—A lot of 100 sacks sold at $1 45 ⅌ bushel, sacks included.

FREIGHTS—There is a very active demand for room, both foreign and coastwise, and offerings of freight are plenty but with a scarcity of tonnage in port, rates rule higher and firmer than noticed in our last. We now quote for New York by steamer 1@1¼c. for cotton, $1 ⅌ bbl. for flour, 25c. ⅌ sack for corn, $10 ⅌ hhd. for sugar, and $3 ⅌ bbl. for molasses. By sail 1@1¼c. for cotton, $1 for flour, 25c. for corn, $8 ⅌ hhd. for sugar, and $2 ⅌ bbl. for molasses. By steam for Boston 1½c. for cotton, $1 for flour, 30c. for corn, $10 for sugar, and $3 ⅌ bbl. for molasses. Liverpool by sail ¾d. for cotton and by steam ¾d.; by sail to Havre 1¼@1 7-16d. for cotton.

Cattle Market.

CITY OF JEFFERSON, Jan. 26, 1868.

Arrived yesterday—300 Texas Beeves, 283 Calves and Yearlings and 53 Hogs. Sold—144 Texas and 23 Western Beeves, 326 Calves and Yearlings and 16 Hogs. Stock on sale—582 Texas Beeves, 95 Calves and Yearlings, 500 Hogs, 490 Sheep and 36 Milch Cows. We quote:

Western Beeves, choice, ⅌ lb net	— 10¾ — 15
Western Beeves, 2d quality, ⅌ lb net	— — — —
Texas Beeves, 1st quality, ⅌ head	40 —@ 50 00
Texas Cattle, 2d quality, ⅌ head	25 00@ 35 00
Texas Cattle, 3d quality, ⅌ head	10 00@ 20 00
Hogs ⅌ lb gross	— 8¾ — 9
Stock Hogs, ⅌ lb gross	— — — —
Sheep, first quality, ⅌ head	4 00@ 6 00
Sheep, second quality, ⅌ head	2 50@ 3 00
Sheep, third quality, ⅌ head	1 50@ 2 00
Milch Cows, choice, ⅌ head	— —@100 00
Milch Cows, first quality, ⅌ head	80 00@125 00
Texas Cows with Calves	— —@ 70 00
Yearlings, ⅌ head	14 00@ 18 00
Calves, ⅌ head	11 00@ 15 00
Goats ⅌ head	1 50@ 4 00

River Intelligence.

CRESCENT OFFICE NO. 96 CAMP STREET, Sunday Morning, Jan. 26, 1868.

We had another beautiful day yesterday, and our citizens availed themselves of the opportunity and crowded the fashionable thoroughfares in large numbers. Towards evening the temperature became damp, with the wind from the southeast, indicating that another change of the weather was inevitable.

Business on the landing was but moderately active yesterday—but four boats receiving remunerative loads. Many of those that were advertised left in the afternoon with light trips, in hopes of repaying their outlay with returned cargoes.

At dusk the upper landing presented a scene of unusual dullness. Only one boat, the J. D. Perry, remained, and the levee was cleared of all produce except a pile of hay belonging to the quartermaster's department. We expect, however, that before Monday morning the space will be filled up again by the arrival of the Richmond, Great Republic, Henry Ames, Robt. E. Lee and Gov. Allen, and business for the next week will open with more favorable auspices than that which has just closed.

We noticed that the river in front of the city is rising rapidly, and a considerable quantity of drift passing. We hope that this rise will affect the various lower tributaries so as to allow the boats to penetrate the interior, and bring out the cotton, sugar and molasses awaiting transportation to market.

Capt. Burdeau received a dispatch yesterday announcing that the tow Bee, with five barges, passed Vicksburg at 8 o'clock yesterday morning, and will arrive to-morrow.

The arrivals yesterday were but few in number, and included the H. M. Childs, Hetty Gilmore, Lafourche, Ben. McCullough and Wild Wagoner.

The departures embraced the St. Charles, Magenta, Vicksburg, Bart Able, St. Nicholas, Hetty Gilmore, A. C. Brown, Wild Wagoner and Olive Branch.

The river at Louisville on the 24th was again rising, with six feet three inches in the canal. Weather clear. And at Cincinnati, same day, it had an upward tendency, with thirteen feet four inches in the channel.

By reference to an advertisement in our columns it will be seen that the splendid and fast running passenger packets Bart Able, Capt. W. C. Harrison, B. L. Hodge No. 2, Capt. P. C. Montgomery, and National, Capt. John Smoker, have formed a regular semi-weekly line to Shreveport and way landings. Such a combination has always been desired by passengers and shippers. No doubt these magnificent boats will secure the patronage which their capacity fully justifies. The officers of these steamers are favorably known as old and true navigators of Red River, where they have a host of friends. Success attend them in the new arrangement.

By telegraph.

MEMPHIS, Jan. 25, 1868.

To Sinnott & Adams:

Indiana will arrive Wednesday; will leave Thursday evening. R. E. NEAL, Captain.

CLIPPINGS FROM OUR EXCHANGES.

ST. LOUIS, Jan. 23.—The weather continues erratic, changeable, unreliable, severe frost in the dead of night, mild yesterday, with an unwilling rain, which froze on the cold surface of the streets. Nothing doing on the wharf. River rising slightly yesterday, and thin, new ice floating in the channel.

CINCINNATI, Jan. 23.—The snow melted rapidly yesterday, the atmosphere being mild and pleasant, and the sun warm.

New Orleans freights were offered rather freely yesterday, at better rates than had prevailed previously for several weeks. There are several boats at the wharf which have nearly completed their cargoes, and are only awaiting water.

The river continues to fall slowly to-day, but will probably be rising to-morrow, as it was reported rising at Pomeroy and Marietta last evening. The ice is no longer an obstruction to navigation.

The John H. Groesbeck leaves for New Orleans to-day. She will be followed in the Express Line by the Amazon.

The J. W. Garrett will follow the Wild Duck to New Orleans in the barge line. The latter is expected to get off to-day.

LOUISVILLE, Jan. 23.—The ice at this point, though still rather heavy, has very materially thinned out, offering less obstruction to navigation yesterday than the day before. On the falls last evening there were but three feet four inches water in the pass down the Indian chute, and falling.

The Wabash river is frozen over from above New Harmony to the mouth. The hard weather has frozen in along the Wabash upward of 100,000 bushels of corn, all of which is awaiting shipment to market.

The Eastern and Northern railroads have advanced their rates of freight on corn, which has the good influence to divert the shipment of that important staple back again to New Orleans via the river route.

The St. Louis Republican, of the 20th, says Captain William Gore has sold his one-third interest in the steamer Henry Adkins, to Captain Pres. Lodwick, of Cincinnati, and Mr. Adkins, of Alton, for $6500. The same paper has the following announcement:

Representatives of all the steamboat companies of this city have met as a congress for the purpose of agreeing upon a uniform system of carrying on the business of boating. Their consultations embrace the subject of wages and every other matter of consequence to the stockholders, in the entire management of their vessels. They assert that the movement has long been a necessity, in order to lighten expenses, as well as to secure other improvements.

MEMPHIS, Jan. 24.—The weather yesterday was mild and pleasant. The river is receding at the rate of half an inch per hour. The river at St. Louis was rising slowly on Wednesday. Navigation continues suspended, on account of the heavy gorge of ice above Cairo. White river is falling, with six feet in the channel. The Arkansas is receding, with twenty-four inches in the channel.

There was a fair amount of business doing on the levee yesterday, with several boats in port receiving and discharging.

The steamers Pauline Carroll, Argosy and Virginia, hence, arrived at Memphis on the 23d inst., and the Legal Tender passed down for New Orleans.

The P. W. Strader is loading at Evansville for New Orleans.

The Louisville Courier of the 23d says:

The snow storm of Monday evening and night was general all along the Ohio to the Alleghanies and east of the mountains, and if it should go off with the rain another high tide will ensue.

The ice, though thick and rather heavy, is rather soft, and navigation is retarded—not suspended.

Owing to the tripping of the derreck, Monday evening, one of the immense chimneys of the new steamer Frank Pargond, which had been erected and was ready to be set in place, was thrown down and broken. The damage was slight, but the delay vexatious.

The Lizzie Gill and several other steamers of her class will ply in the upper Missouri river this season.

Freights at Cairo for the South are scarce, but more plentiful along the lower Ohio.

In the Gazette of the 8th inst., appeared a letter from Mr. James Gibson, of Knox county, Missouri, in which he stated that he saw the trial trip of the first steamboat ever built on the Western waters. He claimed that this boat—the Enterprise—was built at Brownsville in 1815, for Capt. H. M. Shreve. A. T. Nye, Esq., of Marietta, in our paper of January 16, says he thinks Mr. Gibson mistaken; that in 1811 he saw a boat called the Orleans, or New Orleans, pass Marietta on her first trip down, and that she never after came above the falls. To settle the question between these two correspondents, we reproduce the following items from the Liberty Hall and Cincinnati Mercury (now the Cincinnati Gazette), of October 11, 1811.

SHIP NEWS.—On Sunday last two barges sailed from this port for New Orleans, one owned by Riddle, Bechtle & Headington, and commanded by Rechtle; the other owned by D. C. Wallace & Co., and commanded by Captain Wallace, both loaded principally with flour. Same day, the steamboat called Orleans, recently built at Pittsburg, passed this town at the rate of ten or twelve miles an hour.

DECEMBER 11, 1811.—The steamboat Orleans arrived here on Wednesday last, November 27th, in forty five hours from the falls, a distance of one hundred and eighty miles, against the current of the Ohio. To the citizens of this place it is an object of the most intense curiosity. Several short trips have been performed up and down the river from this place, and numbers have satisfied themselves by taking passage in these short voyages. On the rise of water she will sail for her place of destination, to return to us no more. [Cincinnati Gazette.

LAFOUCHE FOR BAYOU SARA.—This magnificent and regular passenger packet, with Captain V. B. Baranco on deck, and Mr. L. Bayhi in the office, leaves at 9 A. M. to-day for the above and coast landings.

GOV. ALLEN—*Monday Passenger Packet for Vicksburg*—The new and superior passenger packet Gov. Allen, Capt. W. B. Richardson, commander, Mr. J. T. Hall, clerk, leaves to-morrow evening at 5 o'clock, for Vicksburg and the Bends, connecting with the railroads for all points East and West. The Governor Allen is a large, very fleet and magnificently appointed passenger packet. Her cabin is a miracle of beauty, and her staterooms are large and elegant. The table of the Governor Allen is a "peculiar institution," and is always supplied with all the market affords.

R. E. LEE—*Express Passenger Packet for Vicksburg.*—To-morrow, at 5 P. M., the new, splendid and swift passenger packet Rob't E. Lee, Capt. Jno. W. Cannon, commander, will leave for the above and way landings. Her cabin is a model of neatness. We warmly commend the R. E. Lee and her officess to travelers bound up the river to-day. Capt. Jno. W. Cannon, her commander, and Messrs. A. McVay and Jas. A. Dinwiddie, clerks, are well known as efficient and safe steamboatmen.

VICTORY FOR LAFOURCHE.—This new and superior passenger packet, in command of Captain Joe Dalferes, with Messrs. Darst and Dalferes in the office, will leave to-morrow, at 5 P. M., for all landings on the coast and Bayou Lafourche. The Victory will leave regularly every Monday and Thursday at 5 P. M. during the season. Her officers are well known in the trade, and deserve the patronage of the planters along the coast and bayou, and also our merchants.

IBERVILLE FOR BAYOU SARA.—This splendid and express passenger packet, in command of Capt. E. F. Gross, with Messrs. J. G. Landry and S. Heno in the office, leaves at 5 P. M. to-morrow for all landings up to Bayou Sara.

NINA SIMMS FOR BAYOU SARA.—This splendid and express passenger packet, in command of Capt. W. R. Greathouse, H. H. Miller in the office, leaves at 5 P. M. to-morrow for all landings up to Bayou Sara.

RICHMOND, LOW PRESSURE PASSENGER PACKET FOR LOUISVILLE.—This new, swift and magnificent passenger packet leaves to-morrow at 5 P. M. for Vicksburg, Memphis, Cairo and Louisville, in charge of Capt. J. Stut Neal, with Capt. John S. Woolfolk in the office, assisted by Mr. R. P. Lodge.

ATTORNEYS AT LAW.

HAYS, MOISE & NEW,
(HARRY T. HAYS, R. WARREN MOISE, JOHN H. NEW.)
Attorneys and Counsellors at Law,
OFFICE NO. 11 ST. CHARLES STREET, NEW ORLEANS, LA.

J. H. HALSEY—
ATTORNEY AT LAW,
OFFICE—POINT COUPEE C. H.
Will practice his profession in the courts of the Seventh Judicial District.

J. J. E. PLANCHARD,
ATTORNEY AND COUNSELOR AT LAW,
—HAS—
REMOVED HIS OFFICE TO No. 96 CUSTOMHOUSE,
NEAR ROYAL STREET.

TO INVENTORS.
WILLIAM M. ECCLES,
Attorney at Law,
OFFICE, 219 NORTH THIRD STREET, ST. LOUIS, MO.
Will solicit Patents, and prosecute Patent Suits, and old rejected claims. Expecting to reap our profits from such, we obtain patents on first application, for barely what it costs us and having been in the business for some time, we are enabled to shape claims so as to avoid infringement. All business attended to promptly; advice free in all cases.
Best of city references given when desired.

D. H. C. MOORE—
COUNSELOR AT LAW, NAPOLEON, ARKANSAS,
Having an acquaintance with the most of the responsible Attorneys in the State, is prepared to make prompt collections in any part of it.
Refers to Maj. John D. Adams, of Dean, Adams & Gaff; Britton & Moore; Aiken & Rainey, New Orleans.

R. W. & R. RICHARDSON,
ATTORNEYS AT LAW,
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