# The New Orleans Crescent.

OFFICIAL JOURNAL OF THE STATE OF LOUISIANA.

SATURDAY MORNING, MAY 30, 1868.


### AUCTION SALES THIS DAY.

THE SHERIFF sells, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, real estate

MONTGOMERY BROS. & CO. sell, at 11 o'clock, at their Auction Mart, 87 Camp street, furniture, etc.; also, at 11 o'clock A. M. at P. Liner's Stable, on Gravier street, horses, mules, etc.

☞ See advertisements on third page.

## New Orleans Money Market.

CRESCENT OFFICE, No. 96 CAMP STREET, Friday Evening, May 29, 1868.

Inactivity is still the most prominent feature of the movement in financial circles. The payments at bank show a material falling off, as there is but little business paper maturing at this season, and the demands for accommodation disclose an equal or, perhaps, greater reduction, on account of the limited requirements of parties engaged in commercial and mercantile pursuits. At the same time, there is an unusually heavy surplus of currency on hand awaiting opportunity for investment, while rates of interest and discount still rule nominally as heretofore, viz: 8 ℘ cent. ℘ annum at bank, and 1@1¼ ℘ cent. ℘ month out of doors for short gilt-edged paper, and 10@12 ℘ cent. ℘ annum for long-dated notes secured by strictly A1 city mortgage.

GOLD AND SILVER—The movement in the precious metals since the close of our last weekly review has presented no marked alteration of any kind that calls for special notice. Rates of Gold have kept well up, owing to the general firmness of the New York market, but the demand and supply have been of a limited character throughout. In fact the present inquiry is almost exclusively restricted to Custom House purposes, the demand for shipment to the interior and on the part of speculators having partially or wholly ceased some time since. Silver is very dull. Offerings continue light, and rates of American still range at 3@4 ℘ cent. below those of Gold, while quotations of Mexican dollars rule at 2@4 ℘ cent. above them. Operations to day are confined to the following amounts, viz: $5000 Gold at 109¾, $1000, $5000, $10,000 and $20,000 do. at 139½. Sales of Silver have been confined to driblets, and we now quote Gold 139¼@139¾, American Silver coin at 135¼@136¼, and Mexican dollars 142½@143.

FOREIGN EXCHANGE—With some increase in the purchase of Cotton on foreign account during the past week, the supply of Commercial Sterling and Francs has been augmented to a moderate extent. The remittance demand was at no time active or general, however; but as rates of foreign bills were well maintained throughout in the New York market, quotations here have uniformly ruled in favor of drawers and sellers. The only transactions reported to-day are comprised in the annexed amounts, viz: £1000 bill of lading bills at 152¾, 10,000f. A1 commercial Francs at 3.66¼, 10,000f. do. at 3.67½, and 10,000f. and 10,000f. bank do. at 3.65. We now quote Bank Sterling at 154½, Clear Bills at 153¾@154, Bill of Lading Bills at 152@152½, Bank Francs at 3.65, and Commercial do. at 3.67½@3.70.

DOMESTIC EXCHANGE—There is no material alteration of any kind to refer to in the movement under the above heading since the date of our last general summary. Offerings of commercial sight and short sight have been at no time better than moderate, despite some accessions accruing from the daily purchases of Cotton for the North and East, while the inquiry on the part of remitters, though steady has been for the most part but of a very restricted character, and rates, which were firm in the early part of the week, have inclined in favor of buyers towards the close. The total purchases to-day by banks and bankers comprise only the following amounts, viz: $10,000, $10,000, $32,000 and $50,000 New York sight at 5-16 ℘ cent. premium. We still quote ⅛@¼ ℘ cent. premium at bank and ⅛@5-16 ℘ cent. premium out of doors for sight checks on Northern cities.

UNCURRENT NOTES AND SECURITIES.—Over half a million of City Notes have been destroyed by the proper authorities during the past week, and the sheriff has been officially notified to receive city currency in satisfaction of judgments and executions for taxes. Yet so little confidence is felt in a majority of the members constituting the municipal boards, as well as some magnates termed city officials, that quotations of our shinplasters incline downward rather than upward. This is really astounding, especially as the original plates upon which the outstanding millions of dollars were struck off have long since been destroyed. But "confidence, like time, once lost," etc. Louisiana State notes and Bank of Louisiana notes are at a stand-still, and the movement in nearly all classes of Stocks and Bonds is wholly suspended. We append particulars of the few trifling sales reported under the above heading to day, viz: $7200 City Notes at 37½ ℘ cent. discount and $2000 do. at 37¾ ℘ cent. discount.

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, May* 29—12 M.—Gold 139¼. Sterling 110¼@110½. Cotton demand moderate; prices firm at 31, 31¼@31½. 3 P. M.—Gold 139½. Cotton market quiet but steady; sales to-day 800 bales; middlings 31c., Mobile 31¼c., Orleans 31½c. Sterling steady.

*Liverpool, May* 29—11:15 A. M.—Cotton market firm; estimated sales 8000 bales; uplands 11¼d., Orleans 11½d. Sales of the week 37,000 bales; for export 6000 bales; for speculation 4000 bales. Stock on hand 520,000 bales. 1:20 P. M.—Cotton market unchanged; uplands 11¼d., Orleans 11½d. Stock of American Cotton 363,000 bales. Cotton afloat 512,000 bales, of which 67,000 are American. Shipments from Bombay since last report 50 000 bales. 5 P. M.—Cotton sales to-day 10,000 bales; quotations unchanged.

*London, May* 29—11:15 A. M.—Consols 96⅛@96¼ for money and 94½@94¾ on account. 5-20s 72¼. 1:20 P. M.—Consols 94¼@94¾ on account. 5-20s 72¼@72¾. 5 P. M.—Consols 96⅛ for money and 94¼ on account. 5-20s 72¾.

☞ Commercial article in Supplement.

## River Intelligence.

CRESCENT OFFICE, No. 96 CAMP STREET, Saturday Morning, May 30, 1868.

Yesterday was, beyond a doubt, the warmest day we have had this season. On the levee it was intolerably warm, and the awnings of receiving clerks were eagerly sought by all the habitues of the wharf. At 3 o'clock the heavens were overcast by dark heavy clouds, which completely shut out from sight the God of Day, and held out strong promises of a real heavy rain (which would have been welcomed by all), but, alas! for human expectations, in a few moments they passed over, and that without a sprinkle of rain. There was a marked increase of business upon the wharf yesterday. Several of our regular packets arrived with good trips, and those advertised in the CRESCENT to leave this evening, were getting considerable freight.

The A. G. Brown, Capt. Bassett, left at noon for the Forts, with a fine trip.

The Nina Simmes, Capt. Greathouse, for Bayou Lafourche, and Iberville, for Bayou Sara, got off at their usual hour, 10 A. M., with fair freights.

The Lotawanna, Capt. Brinker, left at 5 P. M. for Camden, with the best trip she has ever had.

The Frank Pargoud did not leave day before yesterday, as we announced in our last issue, but left yesterday evening for St. Louis with an excellent trip.

The arrivals since our last were as follows:

Indiana, Capt. Neal, from Louisville, with a large load, consisting in part of 301 hhds. of tobacco.

Ruth, from St. Louis, with nearly a full load, part of which was 67 hhds. tobacco.

Flicker, Capt. Ancoin, from Lafourche, with sundries.

Gen. Quitman, Leathers, from Vicksburg.

J. M. Sharp, Capt. John White, from Jefferson, with 7 bales cotton, 424 head of cattle, etc.—an excellent trip.

The Lafourche, Capt. Ben Kouns, came in on time from Shreveport, with 91 bales cotton, 144 head of stock, the U. S. mail and sundries. She also had quite a number of passengers. She leaves as usual, this evening, at 5 o'clock.

The gallant Bart Able, Capt. Harrison, arrived from Shreveport, with 255 bales cotton, 553 head of stock, and sundries. She had over 50 passengers.

By a telegram to Thos. Keeffe we learn that the steamer Dexter will arrive to-day and leave for Louisville on Monday evening at 5 o'clock.

We are indebted to the officers of the Bart Able for the following memoranda: "Steamer Bart Able left New Orleans Saturday evening, May 23d, at 5:15 o'clock. Arrived at Shreveport Tuesday morning, 26th, at 2:30. Connected with side wheel steamer Mollie Fellowes, landing freight and passengers in Jefferson, Tuesday, at 12 M.; less than three days from New Orleans. Left Shreveport Wednesday, May 27th, at 5 o'clock P. M. River falling slowly. Arrived at New Orleans Friday, May 29th. The Bart Able will leave New Orleans every Saturday evening at 5 o'clock, during the entire season, connecting with steamer Mollie Fellowes at Shreveport, landing freight and passengers in Jefferson inside of three days from New Orleans."

The officers of the J. M. Sharp report Red river falling at Shreveport, and rising slowly from Grand Ecore down. The Dixie arrived at Shreveport prior to the departure of the Sharp, and reported upper Red river falling fast.

We expect to see a large number of our citizens on the landing this evening, as the R. E. Lee, Wild Wagoner, Bart Able, Vicksburg, Lafourche, and other favorite packets, are advertised to leave at 5 P. M.

It was rumored on the landing yesterday that the steamer Ben McCullogh had been destroyed by fire, (another rumor blew her up,) while on her way from Monroe to Camden. We endeavored to trace the rumor to some authentic source, but failed to do so, and are forced to disbelieve the report. In fact, we should not have referred to it all but for the purpose of warning our readers against giving credence to any similar rumors, as they are, nine times out of ten, the production of a class quite numerous upon the steamboat wharves, not only in this but in other cities, who apparently delight in getting up sensational reports.

The peerless Rob't E. Lee, under command of that veteran captain, John W. Cannon, and no better steamboatman ever walked the decks of a steamer, leaves positively at 5 o'clock this evening for Louisville. Passengers will find the Lee supplied with everything to make them comfortable. Mr. Jno. Roberts has charge of the office, assisted by Mr. Dinwiddie.

The regular Ouachita river packet Vicksburg, Capt. F. A. Blanks, leaves promptly at 5 P. M. to-day for Trenton and Monroe, taking freight and passengers for all landings up to Camden, with privilege of reshipping on the fine steamer Irene at Trenton. Messrs. G. Pres. Work and Charles Routh are her popular and courteous clerks.

The Gen. Quitman, Capt. Leathers, leaves at 5 P. M. to-day for Vicksburg.

The Bart Able, Capt. W. C. Harrison, leaves at 5 P. M. to day for Shreveport and all intermediate landings on Red River. The Bart Able will continue to leave this city for Shreveport every Saturday during the season, connecting at Shreveport with the well-known packet Mollie Fellows for Jefferson.

The favorite Red River packet J. M. Sharp under command of that popular and well known officer Capt. Jno. W. White, with the courteous Mr. Jasper Russ in the office, leaves at 5 P. M. today, positively, for Shreveport, Jefferson and intermediate landings.

The regular weekly Shreveport packet Lafourche, Capt. Ben Kouns in command, leaves today at 5 P. M., taking passengers and giving clear bills lading for Jefferson and all points on upper Red River. Mr. Chas. Drown has charge of her office. She connects at Shreveport with the "Kouns Line" of light-draft packets, putting passengers and freight through with safety and and dispatch.

The St. Nicholas, Capt. Dowty, leaves for Campte and intermediate landings (going through Cane river) at 5 P. M. to-day.

The regular Arkansas packet Peerless, Capt. Wm. Reasoner, leaves at 5 P. M. to day, positively, for Fort Smith, Little Rock and all intermediate landings.

The famous Wild Wagoner, under command of Capt. W. B. Richardson, will leave at 5 o'clock this evening for Natchez and all way landings. Messrs. Libano, Posey and Miller have charge of her office.

Messrs. Culberson and Reeder of the Bart Able, Charlie Drown of the Lafourche, and Jasper Russ of the J. M. Sharp, have our thanks for favors.

The famous Wild Wagoner, Capt. W. B. Richardson, will be found at the foot of Gravier street this morning ready to receive freight.

The Grey Eagle, Capt. Baranco, leaves at 5 o'clock this evening for Bayou Sara and intermediate coast landings. Messrs. Bayhi and Hodgkinson are her attentive clerks.

FROM OUR EXCHANGES.

From the Cincinnati Gazette, May 27th:

"We have no change to note in the weather, except that there were slight indications of rain last evening. Business on the wharf was somewhat improved yesterday, and a Nashville packet departed with a full freight. Shipments to other points were considerably more lively than on Monday. The river continues to fall at the rate of an inch an hour. Last evening there were 20½ feet of water in the channel, and 8½ feet space under the bridge. The Alaska, Capt. Oakes, will depart for New Orleans to-day, sure."

From the St. Louis Democrat, May 27th:

"Weather showery and warm. Rivers on the decline generally. Missouri river difficult to navigate, but the channel will cut out and improve. In the meantime boats suffer much delay, and rates may be advanced without injustice. The low lands along the Illinois are still inundated, and that river still falls, as does the upper Mississippi, with a good stage to St. Paul. Shipments hence to New Orleans are as heavy as before the war. There is an appearance of dullness, but it is caused by the fact that much of the freight is towed, while the steamboats engaged carry twice as much as the general run of the boats engaged in former times. We believe the weekly shipments to New Orleans, would load six such boats as the Gladiator, Henry Chouteau and L. M. Kennett."

The Memphis Avalanche, of May 28th, says:

"Weather warm. The river here declined one inch in the last twenty-four hours, and has declined one inch and a half since Monday. White and St. Francis rivers are still on the decline. The Arkansas river was rising slowly at Little Rock on Tuesday, with ten feet in the channel. Yesterday was an exceedingly dull day on the wharf, with but two arrivals. The weather was quite warm, and in consequence there was little stir on the landing. The Dexter passed down for New Orleans at noon well freighted. Mr. Claude Summers has retired from the river department of the Louisville Democrat, and will in the future give his attention to the local department of that paper. Mr. Summers is a fluent writer and an amiable gentleman. Thomas A. Alvey succeeds him. A private dispatch from Little Rock reports the Arkansas river rising at that point with ten feet in the channel."

The Louisville Courier of May 27 says:

"The river continues to recede at this point, with 7 feet nine inches water in the canal, 5 feet 9 inches water in the chute, and 4 feet 9 inches water over the rocks last evening, a fall of 8 inches since our last report. The weather yesterday was clear and very warm. Business in river circles very dull. The fleet and famous low-pressure passenger steamer Richmond will leave the Portland wharf at 5 P. M. to-day for New Orleans and all intermediate points. Dan Milliard, mate of the Darling, fell overboard at Hickman and was drowned. He was standing talking to a man, when suddenly, without any known cause, he fell backward into the river."

From Vicksburg Times, May 28:

"The weather has become uncomfortably warm. Business at the landing was quite dull until the arrival of the Ruth, in the afternoon, when a slight improvement was noticeable. The river may now be reported as being on a stand, though it rose about half an inch in thirty hours ending at dusk last evening."

From Shreveport Southwestern, May 27:

"During the past week the weather was warm and pleasant. The river opposite this place has fallen eighteen inches since our last report, and is receding at the rate of four inches in twenty-four hours. We learn that there has been another rise in upper Red River, the Cypress and Little river."

## Marine Intelligence.

CRESCENT OFFICE, No. 96 CAMP STREET, Saturday, May 30, 1868.

### Cleared Yesterday.

Steamship Crescent, Hawthorn, for Galveston, C A Whitney Agt

Steamer Frank Pargoud, Tobin, for St Louis Master

Steamer Scara and barges, Goll, for St Louis, Master

### Arrived Yesterday.

Steamship Juniata, Hoxie, from Philadelphia via Havana, to Cravey, Nickerson & co—2d district

Schr Oriental (Brig), Sado, from Havana, to Goldenbow & Kelley—2d district 18

Schr Fontainbleau, ———, from Lavacca, to master—2d district 14

Schr E Blossy from Pascagoula, to master—New Basin

Schr Star, from Tchefuncta, to master—New Basin

Schr Martha M, from Pascagoula, to master—New Basin

Schr Martha D, from Pascagoula, to master—New Basin

Schr H Lateur from Biloxi, to master—New Basin

Schr Pipo, from Tchefuncta, to master—New Basin

Schr Rebecca, from Tchefuncta, to master—New Basin

Schr Isabella, from Pascagoula, to master—Old Basin

Schr Sea Horse, from Pascagoula, to master—Old Basin

Lugger La Jeune Camila Gulary, from Chenieres Caminada, to master—2d district 15

Lugger Gen Bixio—Demeria from Pointe-a la-Hache, to master—2d district 15

Luggers Orleans, L. Jeune Cesar and Morning Star, from St John Baptist, to masters—2d district 15

### STEAMBOATS.

Ruth, Pegram, from St Louis

Indiana, Neal, from Louisville

Flicker, Ancoin, from Lafourche

J M Sharp, White, from Jefferson

France, Blakeslee, from Mobile

Lafourche, Kouns, from Shreveport

Bart Able, Harrison, from Shreveport

### Below Coming Up.

Schr John Mettler, Barton, from Rustan, to H Morgan

Schr Helena, Agnew, from Cardenas, to A H O'Mera

### Memoranda.

DOMESTIC PORTS.

New York May 20.—Arrived from New Orleans, schr E D Finney, Townsend. May 23, sailed steamships Geo Washington, Gager; Gen Grant, Quick.

FOREIGN PORTS.

Barcelona, May 3.—Arrived from New Orleans, ships Antic Maria, Montero, and Canaio, Geisi.

Bremenhaven, May 5.—Arrived from Mobile, ship Indian Merchant, Mills.

Port Mahon, April 17.—Arrived from New Orleans, ships Espenan, Flora, Eulalia, Ricurso, Secunda, and Sophia, Garcia.

### Imports

HAVANA—Steamship Concordia—800 hxs sugar E Troisgros—200 do Chaffraix & Agar—6000 segars A E Bader & co

MOBILE—Steamer Frances—50 bbls whisky and sundries to order

### Exports.

GALVESTON—Steamship Concordia—279 bbls flour 22 tcs 100 kegs lard 20 tcs hams 160 bags coffee and sundries

ST LOUIS—Steamer Frank Pargoud—1500 hxs sugar

ST LOUIS—Steamer Shark and barges—1766 bars railroad iron.

### Receipts of Produce.

ST LOUIS—Steamer Ruth—15 bbls meal 15 pkgs butter C H Laurence—7 pkgs tobacco C D Brow—18 pkgs butter 4 hxs eggs C F Lamman—40 cases lead rothoff & Keigst—50 sks rye 50 sks ship stuff 1 bale hops J Henderson—1226 sks corn H Grosbie & co—50 hxs candy White & Ward—40 tcs lard 40 bbls oil Von Phul Bros—200 bbls 100 hf. bbls vinegar Hays, Tunstall & co—1 tc 3 sks bacon 20 tubs butter 150 bbls meal Shropshire & Hathorn—20 bbls pork 10 bbls flour 10 sacks do Payne, Huntington & co—200 bbls flour Kehler Updike & co—100 do J H Polthaus—365 do C T Buddecke—700 do to order—320 do Glover & Cider dahl—478 do Prudhomme & Grace—41 do J H Oglesby & co—209 do 8 hhds tobacco 263 sks wheat to J B Weeds—1080 sks corn 200 sks malt 100 bbls meal 100 sks rye H N Soria & co—58 bbls meal Grieff & Byrne—50 bbls flour 10 tcs hams 20 cases bacon E K Converse—14 cases 2 hxs meat Cobb, Delhonde & co—105 bbls flour 48 bbls beer A Allen, Wayne & co—10 bbls dried apples 10 pkgs butter 55 hxs eggs Schneider & Zuberbier—14 tubs butter McFarland, Straight & co—54 do 56 bbls eggs 543 bbls flour C E Slayback & co—100 bbls flour 5 pkgs hardware 28 pkgs butter 9 pkgs mdse 160 hxs candy to C A Whitney & co—15 hxs eggs 83 pkgs butter 1 bbl radishes Miller & Meyer—100 bbls flour 10 bbls apples 30 tubs butter Emily, Van Norden & co—100 bbls pork J R Powell—110 bbls lime Bridge & Son—100 do N Richards—458 bbls flour B M Horrell & co—50 empty caddies W Wickersham & Joseph—8 hxs eggs 13 tubs butter F Conhepe—127 bbls beer 156 half do Mrs Geo Eimer—1 hhd tobacco Jno E King—28 do Blakemore, Woodridge & co—240 sks sta M Druhan—240 do 200 bbls flour J B Murison & co—326 cases lard 50 tcs lard to D W C Senior & co—21 half bbls beer Warren & co—1 case tobacco Stein & Morgan—2 cases mdse L J Higby & co—33 pkgs mdse H J Phelps & co—283 sks cotton seed A T Bennett—77 bbls flour P S DuSouchet—1 secr sugar Jno Phelps & co—200 bbls pork 200 bdls hoop poles to order—lot Govt stores to U S Q M—30 tubs butter A D Grieff & co—40 do F Del Sandio—30 kgs butter J T Moore & co—41 do 6 bbls eggs 79 sacks dried apples E V Delhomme—100 bbls flour Peterson, Hill & Elliott—500 do Keep & Caulfield—11 do G L Kouns & Bro—30 do J L Dunnica & co—219 do E W Pierce—226 do 630 sks oats 20 hxs eggs S H Kennedy & co—10 bbls beer C Krott—5 bbls oil H W Farley & co—1 hxs mdse H F Isom—48 pkgs mdse A Wang—65 hxs stearine E A Perdreauville—2 hxs mdse J Loeffler—25 bbls oil G W Byrne & co—8 do and 10 bbls oil Woods, Mathews & co—75 cads tobacco F P Sarasin—7 hxs mdse J Rogers—3 hxs eggs 24 tubs butter J Pace & co—40 bbls sugar Floyd & Johnson—75 bbls beer R Faschnat—1 hhd beans J Samedine—1 box tobacco S L Nash & Bro 100 sks malt 64 sks ship stuff C D Barker—sundries to order—Total 167 hhds tobacco

LOUISVILLE—Steamer Indiana—42 pkgs spokes, hubs etc Boulton, Smith & co—23 pkgs butter J T Adams & co—12 tubs butter G W Byrne & co—6 half 19 hhds tobacco Blakemore, Woodridge & co—466 do F Stockme er—6 do J C Huey & co—55 do Jno E King—62 do Turnbull, Kerby & co—1 box tobacco R T Tarrain—7 hhds tobacco 3 pkgs mdse Kirkpatrick & Kith—1 hhds tobacco Yeatman & co—1 do Winston, Morrison & co—23 do 515 sks corn Sea Jes, Wingo & co—16 bbls eggs 3 hxs do 8 tkns butter G F Delsandio—579 sks corn 600 bbls meal P S Duesuchet—11 rolls leather Jno Frank—2461 sks corn 4 bbls eggs Fairchild & Bingham—99 sks corn Griffin & Poren—486 bbls flour 110 bbls meal Glover & Odendahl—11 hxs mdse to W R Greene & Bro—2 pkgs mdse R B Hilderman—1 hd ham 42 hds chairs Geo D Hite & co—495 sks corn Howard, Prestons & Barrett—3 cases tobacco S Herpscheim—11 do A Julia—33 cads do H VanBentbuysen—1 hx books H Hyde, Tunstall & co—21 pkgs butter A M McM's & co—2 bbls eggs 1 hx do Miller & Meyer—3 boxes lemons S Maurice—311 bbls lime D L Ranlett—83 bars iron 10 bdls do Slocomb, Baldwin & co—150 bbls flour H N Soria & co—71 pkgs butter Schneider & Zuberbier—23 rolls leather Von Schoe—10 do P Thurmacher—1700 sks corn E Miller—20 bbls oil Western Ins Co—54 pkgs furniture 200 pcs bagging C A Whitney & co—100 bbls meal Woods, Mathews & co—50 hf bbls beer J Zeigler—25 coops fowls to order 4 bales cotton D R Carroll & co—12 do M Greenwood & Son—3 do Jno Phelps & co—5 do Bussey & co—2 do Von Phul Bros—sundries to order—Total 28 bales cotton 295 hhds tobacco 6 half hhds do

SHREVEPORT—Steamer Bart Able—159 bales cotton to Richardson & May—25 Champ Bros & co—21 Jno Phelps & co—16 Jos Hoy—9 Aymar & co—8 Warren, Crawford & co—6 J W Burbridge & co—5 Payne, Huntington & co—2 H Adams & co—2 Beadles, Wingo & co—4 C L Walmsley & co—5 hides and 6 sks wool Beadles Wingo & co—1 sks wool Jno Phelps & co—2 do J Robinson—2 bales wool Winston, Morrison & co—2 bales hides P S DuSouchet—54 hides 1 bdl skins 17 bdls Gunnies 15 sks peas J P Carter—280 do Jno T G Noel & co—471 head cattle McQuoid & Mehle—64 hides 2 bales cotton and sundries to order

LAFOURCHE—Steamer Flicker—18 bales moss Hy Tates—8 do L Terrebonne—5 do L Surie—2 do J M Walsh—86 sks potatoes Terrebonne & Gondalin—5 do L Surie—8 do 7 sks onions J M Walsh—5 sks potatoes L Terrebonne—45 do P Lassere—10 bbls potatoes Boulhiny & Fouchepe—4 do 18 sks do T Chenet—6 do L Lacassagne—50 do D Dider—57 do B W Murphy—10 bdl hides R Berthelot—lot old iron and sundries to order

SHREVEPORT—Steamer Lafourche—36 bales cotton to Richardson & May—28 do Jno Phelps & co—16 Aymar & co—7 J W Burbridge & co—4 Jos Hoy—6 sks potatoes R H Allen—1 do A Britton & co—8 do Kennett & Bell—24 hides S L Mann & co—12 do 1 bales wool Bernard & Gibert—49 head cattle McQuoid & Mehle—56 do Inban, Aycock & co—39 T G Noel & co—sundries to order—Total 191 bales cotton

JEFFERSON—Steamer J M Sharp—7 bales cotton Perkins, Stevenson & co—65 hides 1 bbls tallow B L Mann & co—73 head cattle T G Noel & co—602 do Inban, Aycock & co—sundries to order—Total 7 bales cotton

ST JOHN BAPTIST—Luggers Orleans etc—70 bbls onions 296 sks potatoes and sundries to order

CHENIERE CAMINADA—Lugger La Jeune Camilia—60 bbls potatoes 600 melons to order

POINTE A LA HACHE—Lugger Gen Bixio—80 bbls rice 6 sks do A Scola

PASCAGOULA—Schr E Blessy—38,000 feet lumber Delmas & Griffin

TCHEFUNCTA—Schr Star—Sand to order

PASCAGOULA—Schr Martha M—30,000 feet lumber Delmas & Griffin

PASCAGOULA—Schr Martha D—40,000 feet lumber J R Elliot

BILOXI—Schr H Latour—30,000 feet lumber to order

TCHEFUNCTA—Schr Pippo—Sand to order

TCHEFUNCTA—Schr Rebecca—Brick to order

PASCAGOULA—Schr Isabella—36 000 feet number Delmas & Griffin

PASCAGOULA—Sea Horse—63,000 feet lumber Delmas & Griffin

### Receipts by Railroads.

NEW ORLEANS, JACKSON & GREAT NORTHERN—2 bales cotton Warren, Crawford & co—3 T H & J M Allen & co—1 McDowell & Nugent—1 Britton & Moore—1 Ben Gerson—4000 feet lumber B F Taylor—4000 do S W Thompson & co—4863 do Wm Arms—4000 J B St Amant—4000 do A Wang—75 bbls lime S Jamison—25 bbls benzine E A Wetzell—1 car rosin and tarp mine R L Walker—1 car sundries E Adler—sundries to order—Total 9 bales cotton

NEW ORLEANS, OPELOUSAS & GREAT WESTERN—4 bales cotton Price, Hine & Tupper—10 bbls potatoes Rycoski & Deblanc—20 sks potatoes L Surie—26 do Lambiss & Dockter—12 sks onions L Terrebonne—29 hides Fatjo, Brunsse & co—135 head cattle and sundries to order

## RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD.

A PASSENGER TRAIN LEAVES DAILY at 4:30 P. M., making connections with Trains for Vicksburg, Meridian, and with the Mississippi Central Railroad for the North and East.

ACCOMMODATION TRAINS LEAVE ON SUNDAYS at 7:40 A. M., going as far as Brookhaven. Returning, leave Brookhaven at 3:30 A. M. on MONDAYS, arriving in New Orleans at 11:15 A. M.

Excursion Tickets are good for Train of Saturday or Sunday going north, and trains of Sunday or Monday south.

FREIGHT TRAIN LEAVES DAILY (except Sundays) at 6:40 A. M.

T S WILLIAMS, General Superintendent.
JAMES YONGE, General Freight Agent.
ED WARE, General Transportation Agent.

PONTCHARTRAIN RAILROAD.—SUMMER ARRANGEMENT.—On and after APRIL 1st, 1868, the Trains on this Road will run as follows:

| FROM CITY. | | FROM LAKE. | |
|---|---|---|---|
| 4 o'clock A. M. | Horse Car. | 5½ o'clock A. M. | Steam Train. |
| 6½ " | Steam Train. | 7 " | " |
| 7½ " | " | 8½ " | " |
| 9 " | " | 9½ " | " |
| 10½ " | " | 11½ " | " |
| 12 o'clock M. | " | 1 o'clock P. M. | " |
| 2 o'clock P. M. | " | 2½ " | " |
| 3 " | " | 3½ " | " |
| 4 " | " | 4½ " | " |
| 5 " | " | 5½ " | " |
| 6 " | " | 6½ " | " |
| 7 " | " | 7½ " | " |
| 8 " | " | 9 " | " |

SUNDAY ARRANGEMENT.—Steam Train from City, in lieu of Horse Car. Every SUNDAY MORNING, at 4 o'clock. An Extra Train will leave the City Every SUNDAY EVENING, at 1 o'clock. On and after April 5th the Trains will leave either end of the Road on Sundays EVERY HALF HOUR from 2 until 8 o'clock P. M.

FARE—To and from the Lake, same day, 25 cents. Passengers for Gentilly must notify the Conductor prior to departure of Train. Fare to Gentilly Station—Fifteen cents each way.

GEO. PANDELY, General Sup't.

NEW ORLEANS, OPELOUSAS —AND— GREAT WESTERN RAILROAD.

U. S. Mail Route Between New Orleans, Western Louisiana and Texas.

The Railroad Ferryboat will leave the foot of St. Ann street, opposite the Jackson Square, DAILY at 7½ A. M., connecting with the PASSENGER TRAIN leaving Algiers at 8 A. M.

Shippers and consignees of freight, by giving notice to the New Orleans Transfer Company, corner Camp and Common streets, can have their goods received or delivered in any part of the city at reduced rates of drayage.

Freights for stations on the road, for landings on the Teche, and for Opelousas, deliverable at New Iberia or St. Martinsville, received daily (Sundays excepted) from 7 A. M. to 5 P. M., at the foot of St. Ann street.

Freight for all points on Bayou Lafourche, between Labadieville and Lockport, for Belanger Canal, and for Houma, will be received and transported through via Raceland, Lafourche and Terrebonne stations, at through Steamboat rates.

All outward freight payable at the time of shipment, and inward freight on delivery.

G. W. R. BAILEY, Superintendent.


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STEAMSHIPS—STEAMSHIPS.

GALVESTON—INDIANOLA

MORGAN LINE U. S. MAIL STEAMSHIPS.

FOR GALVESTON AND INDIANOLA—THE following new iron low-pressure steamships form this Line:

W. G. Hewes.....J. C. Harris....Austin.
St. Mary.....Agnes.....Harlan.
Alabama.....Crescent.....Morgan.
Clinton.....Tartar.....Matagorda.
Josephine.

The Steamship Crescent, J. W. HAWTHORNE, Commander, Will sail on SATURDAY, May 30th, at 8 A. M.

For freight or passage apply to CHAS. A. WHITNEY & CO., Agents, 50 and 52 Camp street.

No Whisky received without an order from the office.

The Steamship HARLAN will succeed the CRESCENT, and sail on WEDNESDAY, June 3d.

FOR TEXAS.....FOR TEXAS.

INSIDE BERWICK'S BAY ROUTE, —VIA— NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

Passengers take the Ferry Boat opposite Jackson Square, on SUNDAYS and THURSDAYS, at 7½ o'clock A. M., and the train leaving the Algiers Depot at 8 A. M., arriving at Brashear City at 12 M., taking the Morgan Line Steamships at Brashear for Galveston.

Josephine.....CAPTAIN J. N. LEWIS, SUNDAYS AND THURSDAYS.

Tickets to be had and state rooms secured until 6 o'clock P. M. EVERY DAY, Sundays excepted, at the office of the Opelousas Railroad Company, No. 69 Canal street, or at the Ferry Landing, on the morning of departure.

G. W. R. BAYLEY, Superintendent.

BRAZOS SANTIAGO.

MORGAN LINE U. S. MAIL STEAMSHIPS.

Leaves on SUNDAY, May 31, at 8 A. M.

FOR BRAZOS SANTIAGO—THE LOW-pressure side-wheel iron steamship I. C. Harris, W. H. TALBOT, Commander, Will leave as above, from her wharf, foot of St. Joseph street, carrying the United States mails. For freight or passage apply to CHAS. A. WHITNEY & CO., Agents, 50 and 52 Camp street.

N.B.—No freight received without an order from the Agents. The I. C. Harris will stop at Galveston to take the mails.

CORPUS CHRISTI.

FREIGHT AT GREATLY REDUCED RATES.

FOR CORPUS CHRISTI, ROCKPORT AND St. Mary's, via New Orleans, Opelousas and Great Western Railroad. The Morgan Line Steamer Alabama, With passengers and freight for Corpus Christi and St. Mary's, and will hereafter run between the Brashear End of the Railroad and Rockport, Texas, in connection with the 7:30 A. M. Ferryboat, from foot of St. Ann street, and 8 A. M. train from Algiers.

Passengers can learn the day of departure from Brashear on application at the Railroad Office, No 69 Canal street.

Freight received and bills of lading signed to Rockport only at Ferry Landing every day, except Sundays, until 5 P. M.

G. W. R. BAYLEY, Superintendent.

TOWBOATS.

NEW ORLEANS TOWBOAT ASSOCIATION.

THE UNDERSIGNED, WISHING TO ESTABlish an equitable and uniform rate of Towage, and to offer greater facilities to the shipping entering and leaving this port, have combined the following Towboats:

ECLIPSE LINE.

Switzerland, Leviathan, Gladiator and Perry.

HARRY WRIGHT LINE.

Barry Wright and Sentinel.

F LINE.

Achilles, Thos. A. Morgan, Equator, Wabash, Norman, Republic, Tecumseh Wenaco and Reliance.

The number and power of the above associated Line of Towboats is a guarantee that no detention will occur, either at the bar or in this port.

PETER MACCY, Eclipse Line.
SCHNEIDER & ZUBERBIER, Harry Wright Line.
EDWARD A. YORKE & CO., F Line.
Associated Office, 33 Carondelet street, up stairs.
J. C. NORCROSS, CHAS. FITZENRITER, Levee Agents.

PIANOS—SEWING MACHINES.

M. BUKCHARDT—MANUFACTURER AND DEALER IN FINE PIANOS, 95 Jackson Street, Corner of Chippewa.

Piano Repairing and Tuning done, and work GUARANTEED. Pianos for rent. Stools, Covers, etc., always on hand. Terms liberal.

A. E. BLACKMAR, MUSIC PUBLISHER, IMPORTER OF MUSICAL MERCHANDISE, Wholesale and Retail Dealer in the Knabe, Nunns and Gulld PIANOS, Prince ORGANS and MELODEONS, Etc., 167 Canal Street, near Dauphin NEW ORLEANS.

THE ARION PIANO FORTE.

GRAND TRIUMPH OVER ALL OTHER PIANOS IN EUROPE AND AMERICA.

The ARION PIANO FORTE, declared by the Judges at the late Fair of the American Institute, held in September and October, 1867, to be the best piano on exhibition, and after a test trial, ordered by the American Institute, with the Pianos of the successful exhibitors at the Paris Exposition, was declared by their Judges to be the best Piano known to them.

AGENTS WANTED—First-class and responsible Agents wanted in every city and town where we have not already appointed them.

Send for circulars, price list, terms, etc.

Manufactory and Warerooms, 187 and 189 Bowery, near Delancy street, New York. MANNER & CO.

FINE PIANOS.....FINE PIANOS.

GUST. VOM HOFE, 307 Magazine street, has a fine stock of PIANOS, manufactured in Louisiana, which he guarantees to be equal, in all respects, to those of foreign makers, offered for sale in this city. Prices will be found MODERATE. Citizens are invited to call.

MR. VOM HOFE WAS AWARDED the GOLD MEDAL at the Louisiana State Fair held at New Orleans, in January, 1868, for the BEST PIANO made in the Southern States.

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F. W. PERKINS, SHIPPING AND GENERAL COMMISSION MERCHANT, Agent Alliance Steamship Line for Florida Ports. 26 Carondelet street.

INEAU, AYCOCK & CO., (H. DEGAU, J. T. A