The New Orleans Crescent.

OFFICIAL JOURNAL OF THE STATE OF LOUISIANA

SUNDAY MORNING, JUNE 7, 1868.

AUCTION SALES MONDAY.

THE SHERIFF sells, at 12 o'clock M., at the Merchants' and Auctioneers' Exchange, real estate; also 30 shares Good Intent Towboat Co.

THE CONSTABLE sells, at 10 o'clock A. M., corner Baronne and Julia, contents of a coffeehouse.

CHAS. T. NASH sells, at 11 o'clock A. M., at salesroom corner St. Charles and Perdido, 400 sacks Carolina peas, 2 hogsheads leaf tobacco, and large assortment furniture.

MONTGOMERY BROS. & CO. sell at 11 A. M., at Pall Liner's stables, Gravier street, horses, mules, etc.

☞ See advertisements on second page.

A Visit to the Monastery of La Trappe.

[Antwerp Correspondence Boston Commercial Bulletin.]

This celebrated monastery is situated in the village of Westmalle, about ten miles from Antwerp (Belgium.) It presents the general appearance of a large farmhouse with its appurtenances, showing a long brick wall, in the center of which rose a porter's lodge, its gable surmounted by a cross, and ornamented with a niche, in which stood the image of the Holy Virgin with the infant Jesus. I rang at the gate and an old man with a white beard, dressed in the habit of the order, opened a small door, and as soon as I was within, kneeled down for a few seconds. I imagine this may be in token of humility, an acknowledgment of the duty of the brotherhood, to receive the stranger within their walls, and to offer him hospitality with all meekness and deference. Perhaps, too, a prayer was breathed for his spiritual and corporeal health and safety while under their roof.

I took off my hat and bowed as he kneeled, and when he rose I told him I had come to beg the hospitality of the house for that night. He smiled—said nothing—and led me across a sort of farmyard to a door at the front of the house. There he delivered me over to another, who introduced me into a small room where two others, strangers like myself, were dining. This was at half-past 10 A. M. The father who now had me in charge placed a chair and plate for me, opened a new bottle of beer, and invited me to eat. Some dishes had been removed before I came in. The dinner then on the table consisted of potatoes, cabbage, eggs, black bread cut into very thin slices, butter, cheese and beer. About 11 o'clock the monk asked me if I wished to see the community dine.

But before I proceed further, I may as well give some general account of the establishment, made out, as far as I was able to ascertain it by inquiry and observation, while I was there. The society are Trappists, who adopt the severer form of the Bernardine rule. They were first established in their present locality seventy or eighty years ago, when they built the present house, an edifice of no architectural pretensions—merely a plain brick building. They consist of an abbott, a superior and director, or officer whose particular business is to manage and direct the establishment, and who is therefore a sort of aide-de-camp to the abbott, and eighty monks. The monks are classified as fathers competent to perform service in the church, and brothers not so competent.

A particular part of the building shut off from the rest of the house, is set apart for the accommodation of strangers, and any one presenting himself, whatever may be his religion, Catholic, heretic or Jew, is received, fed and lodged, for any reasonable time last summer they had a Turkish guest. They have a farmyard attached to their house, cows, horses, wagons, gardens, orchards, and workshops for all trades, as jewellers, carpenters, weavers, brewers, printers, etc., etc., and each has his own particular work, which he can best do, assigned him. Five of them act as porters, appointed and continued in office according to the will of the abbot. Their business is to receive and wait upon strangers. In the porter's lodge is a room where the poor come for miles around, to receive food, and there is a boys' school within the walls, superintended by the fathers.

Their main principle appears to be a devotion of themselves to a mortifying and abstemious life, everything approaching to luxury or comfort being carefully avoided, and, indeed, discomfort and misery in all things being studiously introduced into their habits. Their flannel shirt is changed but once in three weeks; they shave but once a month; they sleep on straw mattresses, with a single blanket to cover them. No fires are allowed in any part of the house, except in the kitchen, printing room and strangers' room. For seven months in the year their only meal in each twenty-four hours, except three ounces of bread in the evening, is a dinner at eleven o'clock, at which neither flesh, fowl nor fish is eaten. A pint of beer, however, is allowed to each. With the exception of the two superiors, and those others whose duties positively require the permission, they are strictly forbidden to speak, either to each other or to strangers, nor are private friendships permitted among them, or signs of friendly greeting, or recognition from one to another. They sleep together in two dormitories.

They attend, in every twenty-four hours, eight different services, the first taking place between two and four in the morning, the next at half past five. On special fast days the number and length of these services are increased. The two superiors lead precisely the same life as the rest, in every respect. No woman is allowed to set foot within the premises, except that the poor women who come to beg provisions are received in the chamber in the porter's lodge, where also ladies accompanying visitors are admitted; beyond this there is no passing for petticoats. It is said that a woman having, on one occasion, heedlessly passed beyond the prescribed limits, the holy fathers's pious horror of the profanation was such, that they took the trouble to turn the stones of the yard upon which she had stepped upside down. If by chance they happen to see a woman, however distant, they must bow their faces to the earth until she is out of sight.

The fathers are often employed in performing the offices of the church in the neighborhood. They renounce, in the most punctilious and careful manner, the vanities and amusements, riches and comforts of the world, devoting themselves to a life of the extremest hardship and privation, continually fasting and praying, instructing the poor, and dispensing frugal hospitality to all who ask for it. By living this life upon earth they hope, as Father Robert, one of the porters, told me, to merit after death a reward in heaven. They number among their community all sorts and conditions of men. Some that I say appeared to have moved in the lower ranks of life—but there are in the house men who have been lawyers, authors, rich proprietors, and officers in the army. One was pointed out to me who had been a captain in the lancers. The abbot himself has been a colonel.

At eleven o'clock, as I stated before, the father invited me to follow him, to see the community dine. They sat at two long tables ranged along each side of the room. A prayer was said, during which all bowed their heads, then a hymn was sung, and the signal for commencing dinner was given. Two or three who acted as waiters, placed before each monk a coarsely made earthen measure containing some kind of soupy mess. They tucked up their long sleeves, and with the solemn slowness that characterized all their movements, and in perfect silence, they began to eat, one of them seated at a desk reading aloud the while from a book. Father Robert said, as this was his dinner, (*comme je vais dîner,*) he hoped I would excuse his further attendance, so he led me back to the strangers' room.

In the hall, against the wall, was the figure of a skeleton pointing with its bony fore-finger to the figures of a dial of the clock, which, revolving, the time was marked by this ghastly index. The grim specter is made to look significantly at the spectator, as its outstretched hand points out the hour, as though a solemn warning were issuing from its grinning mouth, and underneath is the following inscription, in Flemish: "Time flies, and every moment that passes, brings thee, O, perchance, unthinking sinner, nearer to that moment when thou shalt belong to me—Death." This clock may be said to be a type of the leading idea that guides and influences the whole Trappist system. In the midst of life we are in death, is their continual exhortation.

At four o'clock I went to supper, consisting of potatoes, carrots, bread, butter, cheese and beer. At a quarter before six I was summoned to the evening reading. We passed into a long, low room, with plain whitewashed walls and no furniture, except seats ranged along the sides. Against the walls sat the fathers and brothers in solemn order, looking like so many ghosts, the fathers at the upper end and the brothers below them. With their pointed cowls pulled over their heads and hiding their faces, hands crossed on their knees, and their heads bent slightly forward and drooping upon their chests, they sat motionless and silent as statues. Not a limb stirred, not a cough was heard, nothing but the loud voice of the reader, as he read his admonitory chapter in Flemish, now and then stopping to make sure of a word, which he was scarcely able to read by the dim light. The reading over the monks slowly rose, and as slowly lounged out. Father Robert came softly to my side, motioning me to follow him. He led me to the foot of a staircase leading to the strangers' gallery in the church, to which he ascended. The services lasted three-quarters of an hour, after which I was conducted to my chamber. It was small, but clean and comfortable, containing two iron bedsteads, a table, washstand and two or three chairs. The floor was sanded, and on the wall was fixed a large carved and painted Christ, and below it a small vessel for holy water.

At quarter to five the next morning, I was called to attend service. I made by way in the dark to the church; of course (in this season) at that hour it was as dark as midnight. The service was pretty much like that of the preceding night, with the addition of the mass. At seven we had breakfast, which was tea with milk, but no sugar, bread cut in thin slices and well buttered. In the course of conversation with Father Robert, he learned I was an American, at which he appeared much pleased. He asked me numerous questions about the country, and said he felt an interest in America, as he had a brother who had been there, somewhere for ten years.

Singular Revival of the Hebrew Race.

Nothing can be more curious than to observe the periods of elevation and depression in different races of the human family. These alterations are most conspicuous in the progress of the Hebrews, a race so segregated and set apart from the rest of mankind by distinctions of religion, physique and moral attributes that we can never fail to recognize them as a "secular people." And in regard to this race it is but quite recently they were considered little better than outlaws in all Christian lands. Their teeth were not drawn, indeed, nor were they subject to torture at the discretion of any bold baron in need of gold, as in the earlier days of England's Norman kings. But the fact was strange to remember while we recently saw Benjamin Disraeli, a member of that race at the head of the British government, that it has been but a very few years since the words "on the true faith of a Christian" were stricken out of the oath which every member of the English parliament has to take previous to assuming his seat. Everywhere over the world there seems to be a great revival of the Hebrew nationality going forward; and though the children of the tribes may not be restored to the physical Jerusalem in whose walls and beneath whose streets their faith has its roots, there would seem to be very reasonable indications that they will make the power of their new Jerusalem, their power as a distinctive people, and acknowledged reality in all civilized countries.

Over the financial destinies of Austria, and radiating from Vienna all over Europe, the monetary genius and wonderful combinations of the Rothschild family have built up a power to which both kings and kaisers have been compelled to pay respect, if not submission. Achille Fould, also of this race, was recently the official organizer of French finance, and in the brothers Pereire had coadjutors of decided ability and of similar faith. But it is here in the United States, and more especially in the city of New York, that the race claiming Abraham, Isaac and Jacob as the founders of their ancestral line, are making most rapid progress. Here, under our free institutions, they have no prejudices to contend against, nothing to cramp the full development of their intense and peculiar genius. In the rapidly shifting fluctuations of American commerce and finance, their singular foresight and prudence, mixed with boldness, give them a natural ascendancy. Their strong clan feelings or brotherhood of race, moreover, is in their favor, and to day they may be set down not only as the shrewdest of our daring speculators, but as the largest purchasers of real estate on Manhattan Island. They are thus striking their roots far down among our people and becoming an integral part of our permanent population. Their synagogues are becoming comparatively more numerous than our Christian churches, and their grand synagogue or temple on Fifth avenue—cathedral, as we would call it—far surpasses in beauty of architectural design any religious edifice in this city which we know of. It is a little singular, too, to find that while Benjamin Disraeli has been placed at the head of one great party in England—the conservative, or tory, party of that country—another member of the same race, in the person of August Belmont, is at the head of the conservative or Democratic party here, holding high position as chairman of the National Central Committee. How Mr. Belmont has risen to this position in the councils of the national Democracy we need not now discuss. It was a contest in which his wealth could do nothing for him—was in fact a drawback, inasmuch as it excited Democratic jealousy; and he labored under the further disadvantage of not being "native and to the manor born."

Nevertheless, for more than seven years he has sustained himself as the official representative and chief of the regular Democratic organization throughout the Union, having first been elected to the National Central Committee at the Charleston-Baltimore Convention of 1860; and having remained at the head of that committee and in control of its operations during the stormy and costly canvass which resulted nearly four years ago in Gen. McClellan's defeat. Disraeli at the head of the conservatives in England, Belmont at the head of the conservatives in the United States—this, surely, was an odd coincidence, to say the least of it; and yet there are more coincidences of the same kind to be remarked.

In the councils of the late Southern Confederacy we saw another member of the Hebrew race—Judah P. Benjamin by name—fight his way up steadily and against enormous combinations of opposition to the front rank of that spirited but doomed government. He, too, became leader of the Southern conservatives, as they were called—the men who supported Jefferson Davis, and who stood opposed to the wilder schemes of such rebel radicals as desired to hoist the "black flag" at the commencement of the war, and neither to give nor accept quarter in any battles with the forces of the Union. By sheer force of talent, and against a mountain of social and other prejudices, we find Mr. Benjamin, of Louisiana, grasping place after place in the Confederate cabinet, until finally he had made himself the acknowledged master of all other influences in the councils of Mr. Davis. Thus we find that in the persons of Disraeli, Belmont and Benjamin, three great sub-divisions of the Anglo-Saxon race have seen fit at different times and in different countries to confide the representations of their conservative interests and opinions—all three being men of Hebrew lineage.

What is to be result of this Hebrew revival, who can tell? Disraeli, only recently placed in power, has already been hurled out of office and suffered a defeat so heavy that nothing but his genius and the persistent courage for which his race is so remarkable can extricate his political fortunes. Mr. Benjamin, of Louisiana, was utterly routed in his plans for establishing the Confederacy, and is now a fugitive from his native country, practicing law in England. Belmont suffered a serious reverse in the McClellan campaign and went heavily to the wall; but whether he is to win or again be beaten in the pending campaign against Gen. Grant the future only can determine. This thing is at least certain—that against Gen. Grant every influence of money and votes that can be controlled by the Hebrew race in the United States will be put forth with acrimonious activity; and their power is by no means to be despised.

They are thoroughly drilled, number several hundred thousand voters, and have the "sinews of war" in profuse abundance. They have not forgotten and will never forgive Gen. Grant's order directing all members of the Hebrew race to be forthwith turned outside of the army lines during the war, and forbidding any Hebrews, under any circumstances, to enter any camp or post within his control, under penalty of forfeiting whatsoever goods they might bring with them. This was felt at the time by our Hebrew friends to be a direct and uncalled for attack upon their religious faith; and they are not of the class who lightly forgive such offenses. If it had been an order against all sutlers and camp followers, they would have submitted without a murmur; but inasmuch as it was specially addressed against men of their faith, and of their faith only, by the offensive name of "Jews," they claim they have a just cause of quarrel against the "General of our Armies," which they mean to "fight out on this line" until next November. Let Mr. Belmont, therefore, marshal his forces for the approaching grand political engagement as fast as he can, forming the general Democratic and conservative elements into ordinary line of battle, while holding in reserve the Hebrew vote, in compact mass and with all its monetary engines of destruction to be hurled upon the enemy's line at whatever moment and in whatever place his experienced eye may pronounce most opportune. The days of a splendid Hebrew revival are coming rapidly upon us.—[New York Herald.

River Intelligence.

CRESCENT OFFICE, No. 84 CAMP STREET, Sunday Morning, June 7, 1868.

We are not addicted to swearing; yet, had we met the clerk of the weather yesterday, that ambiguous individual would have received from us curses "not loud but deep," and if we knew his name we would certainly give it to the public, so that they could join us (in our prayers). Plainly speaking, yesterday was by odds the hottest day of the season.

The dust is gradually becoming thicker on the levee, and at present is about two inches deeper than it has ever been even in the recollection of the "oldest inhabitant."

Business was (as is usual on Saturday) pretty brisk upon the landing yesterday. Several of the packets got off with fair freight.

It was rumored upon the landing yesterday that card rates had been abolished, and that one of the weekly packets had taken freight at fifty cents per barrel to Jefferson. Such rates are in our opinion ruinous, and will eventually prove a drawback rather than an advantage to shippers.

The officers of the Wild Wagoner have our thanks for favors.

The celebrated A. G. Brown will make her usual excursion trips to Carrollton to-day, leaving the foot of Canal street at 1, 3 and 5 P. M. We know of no better way to spend an hour or two, and advise our readers to try it. We shall be on hand, and if Asa Hartz breaks another sofa we will let the public know all about it in Tuesday morning's issue.

The arrivals yesterday were not unlike the reported visits of angels, (we saw one yesterday, with a tilting hoop and a jockey hat—not an arrival, but an angel,) few and far between.

The W. R. Arthur, from St. Louis; Vigo, from Mobile; Wild Wagoner, from Natchez, and A. G. Brown, from Lower Coast, were the only boats that had put "in an appearance" up to this writing.

Capt. Dowty left for Cincinnati on the Richmond yesterday evening. His stay will, we are informed, be but of a few weeks.

The departures yesterday were as follows:

Wild Wagoner, Capt. Richardson, for Natchez, with a fair trip.

Bart Able, for Shreveport, with a good trip.

Gen. Quitman, for Vicksburg.

St. Nicholas, for Grand Ecore.

J. D. Hinde, for Attakapas.

Idahoe, Capt. Blanks, for Monroe and Trenton, with a full load and her cabin crowded with people.

The great Richmond left with a "bully trip." Amongst her passengers we noticed Capt. J. T. Burdean, late agent in this city of the Mississippi Valley Transportation Company. His son, Mr. James P. Burdeau, leaves on Tuesday for St. Louis on the W. R. Arthur.

The Mittie Stephens has withdrawn from the Steamboat Captains' Association, and will hereafter run as an independent packet. She leaves on Tuesday, the 9th inst., at 5 P. M.

Though not strictly appertaining to "river news," we take advantage of this occasion to state that the mosquitoes are becoming very troublesome; they are worrying us a great deal just now, and if our readers find any errors in this column to-day—why, they may blame them for it.

The Grey Eagle left for Bayou Sara yesterday evening, with a good trip.

The Bee and Barges also got off for St. Louis.

The following named steamers are due to day: Nina Simmes, from Bayou Lafourche; New Era, from Bayou Sara; Lotawanna, from Camden; and Gov. Allen, from Greenville.

We met our friend Capt. Alex. McVay yesterday. Mac will take possession of the Gov. Allen's office upon her arrival. This announcement will, we are convinced, be hailed with feelings of unbounded pleasure by his friends—and their name is legion—along the river between this city and Greenville.

We learn from our Vicksburg exchanges that the weather is oppressively warm in that city. Come to New Orleans, Mr. C——, (of the Times) and we will show you what hot weather is. Our thermometer has quit rising—in fact, it seems to have got above itself; and then we could take you to a cool and cozy place not a thousand miles from the wharf, known to all steamboatmen as the "Hole in the Wall."

The Nina Simmes leaves at 5 P. M. to-morrow for Lockport.

The New Era leaves at 5 o'clock to-morrow evening for Bayou Sara.

The Idahoe has taken the Vicksburg's place, and leaves every Saturday evening for Trenton and Monroe.

"Our Sam," of the St. Louis Republican, must have gone up Salt river, judging from the sprightliness which the river column of that journal has recently displayed. If "Sam" is still at his post we congratulate him upon his improvement, and, with our confrere of the Vicksburg Times, will say that he is again "upon the right track."

FROM OUR EXCHANGES.

From the Vicksburg Times, June 5:

"No change can be reported in the weather since our last report. Levee matters were as dull as we have had occasion to note this season. River about stationary. If any change has taken place it has risen slightly within the past twenty-four hours."

From Memphis Avalanche, June 5th:

"Weather clear and warm. The river here is falling rapidly. It declined 12 inches in the past twenty-four hours and has declined 19 feet altogether. The Arkansas is receding, with 3 feet above Little Rock and 5 feet in the channel from there to the mouth. White and St. Francis rivers are still declining with a fair stage of water in each. Capt. Bart Bowen died at Hannibal, Mo., last Sunday and was buried on Monday. The deceased has been engaged on the Western rivers as captain and clerk for twenty years. Business on the wharf remains dull."

From the St. Louis Republican, June 4th:

"There was a tremendous storm on Tuesday night which greatly incommoded the steamers, but no steamboat accident caused by the blow has yet come to our knowledge. Weather yesterday, cool and pleasant. Illinois and upper Mississippi about starting, Missouri rising rapidly, and the decline here will speedily be checked. Business animated. Another boat has found a grave in the upper Missouri. The small stern-wheeler Bridgeport, which left this port on May 10th, with a cargo of government supplies for Fort Stephenson, was sunk on Tuesday ten miles below Sioux City, and is reported a total loss."

From the Louisville Courier, June 4th:

"The river commenced rising slowly yesterday, with 6 feet 1 inch water in the canal, 4 feet 1 inch in the chute, and 3 feet 1 inch over the rocks. At noon yesterday the river was falling at Pittsburg and rising at Cincinnati. The P. W. Strader will return to New Orleans on Saturday. The towboat Stella, with a tow of eleven barges of coal for New Orleans, arrived from Pittsburg yesterday. The P. W. Strader arrived from New Orleans yesterday. She reshipped 100 hogsheads of sugar and 150 barrels of potatoes on the Clifton for Cincinnati. The Fannie Gilbert, from New Orleans, discharged a small lot of freight here yesterday and passed up to Cincinnati, where she is to have a new hull put under her."

From Cincinnati Gazette, June 4th:

"Yesterday was exceedingly warm, with no prospect of an early rain. Business was more brisk on the wharf than for several days. Departing steamers generally had good trips. There were not more than thirty tons of freight to be found in the city for a Pittsburg boat that departed. River men now expect but little business until after harvest. The river rose nearly four feet in the 24 hours ending last evening at 6 o'clock. There were then scant 19 feet water in the channel, and 83 feet space under the bridge for passing steamers. The John H. Groesbeck will leave for New Orleans to-morrow. Her cargo is now almost completed. The popular steamer Westmoreland, Capt. Ed. Evans, is announced to leave for New Orleans on Tuesday next. Capt. Pepper's great boat will be launched from Hamilton's yard, at 3 o'clock this afternoon."

The Monsoon, Capt. James Tucker, will be found ready to receive freight to-morrow morning. She leaves on Tuesday, at 5 P. M., for Jefferson.

Marine Intelligence.

CRESCENT OFFICE, No. 84 CAMP STREET, Sunday, June 7, 1868.

Cleared Yesterday.

Steamship Cuba, Dukehart, for Baltimore via Havana — Witherspoon & Halsey

Steamship Gen Grant, Quick, for New York. — Wood, Low & Ludwigson

Steamship Gen Washington, Ginger, for New York, A Moulton

Steamship Lizzie Felcher, for Pensacola — Master

Steamship Agnes, Wilson for Indianola — C A Whitney & co

Steamer Selma, McClain, for Indianola, in ballast, — Master

Steamer Sarah, Wilch, for Mobile — Master

Brig Leonidas, Howard, for Boston, — G A Fosdick & co

Schr Gleaner (Brit), Hawes for Cardenas, — Master

Schr Morris (Brit), Montero, for Matanzas, — Master

Arrived Yesterday.

Ship Bazaar, Jefferson, from Liverpool 16th March, to J H Ashbridge & Decan—Point

Steamship Crescent, Hathorn, from Galveston, to C A Whitney &co—1st district 6

Steamship Oriental, Snow, from Boston 20th ult., to Crovy, Nickerson &co—4th district

Steamship Guyane (Fr), Heude, from Havana, to V Purcillait 3d district

Brig Sir Robert Peel, Connor, six days from Havana, to E Troisgros—Point

Schr Isabella, from Pascagoula, to master New Basin

Schr Josephine, from Bay St Louis, to master—New Basin

Schr Let Me Go, from Hamshore, to master—New Basin

Schr Leonora, from Pearl River, to master—New Basin

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

Schr Maria Merz from Pascagoula, to master—Old Basin

Schr Monterey, from Jordan River, to master—Old Basin

Schr Emma Jane, from Pearl River, to master—Old Basin

Barge Pearl River, from Pearl River, to master—New Basin

Lugger Liberty, Dacros, from Chenniere Caminadas, to master 2d district 15

Lugger Fillmore, from Lafourche, to master—2d district 15

Lugger Morning Star, from Lafourche, to master—2d district 15

Lugger Donald from Lafourche to master—2d district 15

Luggers Louisa, Liberty of '76, Chip', from Barataria

Lugger Live Oak, Hingle from Pointe-a-la-Hache

Lugger Three Brothers, from St John Baptist,

Luggers Orleans and Arthemise from Lafourche,

Luggers Rainbow, Small and Hard Times, from Jefferson Parish

TOWBOATS.

Towboat Perolna, Brown, from the Passes, towed down and to sea 30th ult brig Lady Monk—brought up ship Bazaar and brig Sir Robert Peel

STEAMBOATS.

W R Arthur, Dubie, from St Louis

Wild Wagoner, Richardson, from Natchez

Frances Blakeslee, from Mobile

Thos P May, DeSouchet, from Jesuits' Bend

Vigo, Norton, from Mobile via the river

A G Brown, Bassett, from Southwest Pass

Hunter, Jeanfreau, from Pointe-a-la-Hache

Below Coming Up.

Brig Amicita, Ahern, from Rio de Janeiro 8th April, to G Westfeldt &co

Schr Salvador, Hanson, from Havana, to A Thompson &co

Schr Estrella, Tuente, from Havana, to Puig Bros

Schr Etna, Goodspeed, from Havana, to J Grande

Schr Andromeda, Laurent, from Cienfuegos, to A Coutourie &co

Exports.

BALTIMORE VIA HAVANA—Steamship Cuba—Baltimore—196 tons railroad iron, Havana—111 bbls lard 31 half bbls tar 14 tcs hams 150 bbls potatoes

NEW YORK—Steamship Gen Grant—65 bales cotton 1398 bbls flour 159 bbls resin 158 bbls oil 1201 sks cotton seed 604 hides 188 bales wool 39 hf bales moss 720 sks cow peas 36 hhds claret 60 bbls molasses 57 rolls leather 51 hhds tobacco 136 pkgs mdse

NEW YORK—Steamship Geo Washington—322 bales cotton 44 bales wool 134 hhds tobacco 916 hides 670 bbls flour 1250 bags coffee 204 cases claret 54 casks brandy 268 pkgs mdse $2000 in specie

PENSACOLA—Steamship Lizzie—295 bbls flour 10 tcs lard 47 bbls pork 15 bbls molasses 930 sks corn 25 bbls potatoes

MATANZAS—Schr Morris—1955 feet lumber

BOSTON—Bark Leonidas—29,000 feet lumber 8000 hoops 2000 staves 10 cases mdse

MOBILE—Steamer Sarah—Sundry mdse

INDIANOLA—Steamship Agnes—1500 sks salt

CARDENAS—Schr Gleaner—20 bbls flour 50 kegs lard

Imports

GALVESTON—Steamship Crescent—2 bales cotton Schneider & Zuberbier—6 Francke & Dannee—2 I W Arther &co—5 Payne, Huntington &co—5 do 5 sks wool E Pilsbury—56 sks wool C A Whitney & co—19 do J L Courst—1 bdl hides 86 hides $100 in specie Francke & Dannee—$397 do Schneider & Zuberbier—265 head cattle McQueid & Mehle—sundries to order—Total 23 bales cotton

BELIZE, Honduras—Steamship Trade Wind—5000 cocoanuts G W Bynson &co—9 hhds sugar 11 tcs do A H D'Meza—6 bbls sugar 11 bbls molasses T Reynolds—11 hides B L Mann &co—13 bbls sugar C Locket

LIVERPOOL—Ship Bazaar—200 bbls beer J Turpin—284 bxs tin plate 2462 bars railroad iron to order—58 crates earthenware D L Ranlett

Receipts of Produce.

ST LOUIS—Steamer W R Arthur—300 bbls flour to order—303 sks corn Blakemore, Wooldridge &co—462 bbls flour to Glover & Odendahl—1 reaper 9 bales hemp A & M S Co—600 sks corn 800 bbls flour S H Kennedy &co—200 do E W Pierce 755 do 15 bbls eggs 205 sks corn C E Slayback &co—32 pkgs butter 50 bbls meal C H Laurence—35 bbls meal Clark & Grable—14 cases bacon 2 cases hams West & Nettleton—14 kegs butter J T Moore & co—1 do 25 sks oats A W Cassell—5 bxs cdse E B Hogan—42 pkgs butter F DelBondio—1960 sks corn J H Hanna—526 bbls flour Fredhomme & Grace—100 do Isaacson, Seixas &co—100 do C F Lanman—20 cases bacon Cobb, Dalhonde &co—75 tcs lard G W Byrne &co—1528 sks corn C D Barker—6 bdls hoops Folger &co—112 sks corn Hull & Brigff—83 bxs eggs 50 bbls flour Schneider & Zuberbier—8 bbls beef 15 hf do Grieff & Byrnes—130 do 10 pkgs sundries 5 pkgs tobacco C A Whitney &co—296 bbls flour 291 sks bran B M Horrell &co—1 2 sks oats 1440 sks corn Geo Martin—258 bbls flour J L Dunnica &co—996 sks corn H Groebie &co—150 sks malt 25 hf bbls beer J A Slafer &co—16 bbl 151 half bbls beer Mrs Geo Elmer—2 bxs drugs E J Hart &co—1139 sks corn H N Soria &co—5 0 bxs soap L F Barje—50 half bbls beer R Fischnut—10 do C Krost—75 bxs candy Schmidt & Zeigler—12 bxs mdse Harvey, McMahon &co—20 bbls flour 2 bbls oil Allen, Wayne &co—100 bbls pork D W O Sanford &co—42 tcs lard Von Phul Bros—50 bxs cheese McFarland, Straight & co—65 bbls meal E Thompson—1 bx cdd M O'Brien—200 bbls flour 6 cases bacon C T Buddecke—16 tubs butter 10 bxs eggs F Laubpe—50 bxs candy 1063 sks corn to order—20 bbls whisky Howard, Prestons & Barrett—23 sugar kettles E F La Villarubia—345 bbls meal Shropshire & Hathorn—7 bbls eggs Schneider & Zuberbier—6 bbls vinegar J T Moore &co—20 kegs butter A D Grieff &c—75 bbls meal P S Dashauchet—4 kegs butter W M Aikman—50 bxs tobacco J P Sarazin—20 do S Horn—31 pkgs tobacco R T Tornain—16 do Owen Bros—15 do Turnbull, Kerby &co—sundries to order—Total 62 hhds tobacco

NATCHEZ—Steamer Wild Wagoner—16 bales cotton to Buckner &co—1 do West & Wright—1 do 1 bale mats M Dowling—153 sks cotton seed S Marx—4 do 1 dito—18 bbls potatoes S B Newman &co—14 to order—12 Bidwell, Payne &co—5 do 9 sks potatoes Queyrouns & Bo's—9 do Levi. Miller &co—1 bales paper stock A H Peale &co—10 hhds bones lot old iron and sundries M Kaufman—3 bales moss 1 bbls potatoes to order—6 sks potatoes J B Vanhorn &co—31 hides B L Mann &co—3 bbls onions 1 sack wax J P Smith—1 bags wool S Newman &co—3 bbls apples S Grand—sundries to order—Total 18 bales cotton

MOBILE—Steamer Frances—73 bbls whisky J F Forbes—20 bales cotton and sundries to order

JESUITS' BEND—Steamer Thos P May—175 strings garlic 5 bbls onions and potatoes and sundries to order

POINT-A-LA-HACHE—Steamer Hunter—30 sks rice A D Salvant—24 do Penaud & Fellon—18 do A Socola—51 sks potatoes A D Salvant—28 S W Huntington

CHENIERE CAMINADAS—Lugger Liberty—30 bbls onions and sundries to order

LAFOURCHE—Lugger Fillmore—90 bbls potatoes 50 bbls onions to order

LAFOURCHE—Lugger Morning Star—100 bbls potatoes to order

LAFOURCHE—Lugger Dona'd—35 bbls potatoes 1 hides and sundries to order

BARATARIA—Luggers Louisa, etc—115 bbls onions to N Barrois

POINTE-A-LA-HACHE—Lugger Live Oak—75 bbls rice A Socola

ST JOHN BAPTIST—Lugger Three Brothers—100 bbls potatoes to order

LAFOURCHE—Luggers Orleans, etc—107 sks onions 53 bbls onions 14 bbls potatoes

JEFFERSON PARISH—Luggers Rainbow, etc—50 bbls potatoes 35 bbls onions and sundries to order

PASSAGOULA—Schr Isabella—45,000 feet lumber Delmas & Griffin

BAY ST LOUIS—Schr Josephine—35,000 feet lumber Hassam & Tooley

PEARL RIVER—Barge Pearl River—75 000 feet lumber to order

HANSBORO—Schr Let Me Go—15 000 feet lumber to order

PEARL RIVER—Schr Leonora—35,000 feet lumber W W Carre

PASCAGOULA—Schr Sea Horse—70,000 feet lumber Delmas & Griffin

PASCAGOULA—Schr Maria Merz—35,000 feet lumber J R Elliott

JORDAN RIVER—Schr Monterey—30,000 feet lumber to order

PEARL RIVER—Schr Emma Jane—35 000 feet lumber to order

Receipts by Railroads.

NEW ORLEANS, OPELOUSAS & GREAT WESTERN—307 sks potatoes L Surle—25 do L Terrebonne—20 do L Lacusagne—388 head cattle McQueid & Mehle—430 do J M Rey—11 hides and sundries to order

NEW ORLEANS, JACKSON & GREAT NORTHERN—5 bales cotton Hogan & Patton—4 S H Aby &co—3 Warren, Crawford &co—191 bars iron Folger &co—8320 feet lumber W D Weaver—8 00 do D P Wasson—4900 do B F Taylor—4000 do A Wang—sundries to order—Total 12 bales cotton

STEAMSHIPS---STEAMSHIPS.

BALTIMORE---HAVANA.

FOR BALTIMORE AND HAVANA.

THE NEW ORLEANS, BALTIMORE AND HAVANA REGULAR SEMI-MONTHLY LINE OF STEAMSHIPS.

LIBERTY.....1500 tons.....Thos. A. Bain, Commander.
CUBA.....1150 tons.....Dukehart, Commander.

CARRYING UNITED STATES MAILS.

FIRST CABIN:

Through Tickets to New York..... $60.

FOR BALTIMORE AND HAVANA, TOUCHING AT KEY WEST—The splendid fast steamship

Cuba,
DUKEHART, Commander,

Will leave her wharf, opposite Jackson Square, on SATURDAY, June 6th, at 7 o'clock P. M.

For freight or passage, having unsurpassed accommodations, apply to WITHERSPOON, HALSEY & CO., Agents, 29 Carondelet street.

N. B.—No bills of lading but those of the Company will be signed. Permits for freight must be procured from this office. No freight for Havana taken after 12 o'clock on day of sailing.

The LIBERTY, Capt. T. A. Bain, will follow.

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 Ferry.

HARRY WRIGHT LINE.

Harry Wright and Sentinel.

F LINE.

Achilles, Thos. A. Morgan, Equator, Wabash, Norman, Republic, Tecumseh Wenco 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 MAGY, Eclipse Line.
SCHNEIDER & ZUBERBIER, Harry Wright Line.
EDWARD A. YORKE & CO., F Line.

Associated Office, 33 Carondelet street, up stairs.

J. C. NOE ROSS,
CHAS. FITZENRITER,
Levee Agents.

NOTICE TO STATE TAX PAYERS,

FIRST DISTRICT,

City of New Orleans.

The Office of the State Tax Collector, for the First from Canal to Felicity street, the river and lake, is open from 9 A. M. to 5 P. M., DAILY, for the

COLLECTION OF LICENSES FOR 1868,

Now due. Office 110 Carondelet street.

In accordance with the order of the Commanding General of the Fifth Military District, all State Taxes, Licenses, and the Convention Tax, will hereafter be required to be paid in U. S. Currency.

THOS. ASKEW,
State Tax Collector, First District.

New Orleans, January 10, 1868.

NOTICE—THE COPARTNERSHIP HERETOFORE existing in this city, under the style of RICHARD FLOWER & SONS, is this day dissolved by mutual consent. Richard Flower is charged with the settlement of the affairs of the late firm, and will continue the Commission and Factorage business on his own account. Office 129 Gravier street.

RICHARD FLOWER,
Surviving Partner.

New Orleans, May 1, 1868.

STEAMSHIPS---STEAMSHIPS.

NEW YORK.

FOR NEW YORK

MERCHANTS' STEAMSHIP LINE.

Comprising the first-class Steamships—

GENERAL GRANT.....Captain H. S. Quick.
CRESCENT CITY.....Captain E. W. Holmes.
SHERMAN.....Captain Wm P. Henry.
GENERAL MEADE.....Captain A. W. Sampson.
UNITED STATES.....Captain Geo. L. Norton.

Sailing from New York EVERY SATURDAY.

The steamship

Gen. Meade,
A. W. SAMPSON, Commander,

Will leave her wharf, foot of Jefferson street, on SATURDAY, June 13th, at 5 P. M.

These Steamers have superior accommodations for passengers.

CABIN PASSAGE.....$60.

For freight or passage apply to

WOOD, LOW & LUDWIGSEN,
No. 190 Common street.

The steamship CRESCENT CITY will follow, leaving as above on SATURDAY, June 20th.

FOR NEW YORK DIRECT,

THE CROMWELL LINE.

This Line is composed of the following steamships:

Geo. Cromwell, Geo. Washington, Mariposa, Cortes,

The Steamship

Cortes,
HORATIO NELSON, Commander,

will leave her wharf, foot of Toulouse street, on SATURDAY, June 13th, at 5 P. M.

Passage.....$60

Freight for LIVERPOOL, HAVRE and BREMEN taken by this line, and through bills of lading given for same.

For freight or passage apply to

ALFRED HOULTON,
41 Carondelet street.

GALVESTON--INDIANOLA.

MORGAN LINE U. S. MAIL STEAMSHIPS.

FOR GALVESTON AND INDI