# The New Orleans Crescent.

OFFICIAL JOURNAL OF THE CITY OF NEW ORLEANS.

SATTRDAY MORNING, NOVEMBER 7, 1868.


### AUCTION SALES THIS DAY.

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 fifth page.

### A Reg'lar Biled Owl.

One of the boys played an ugly trick upon a gentleman from the rural districts, in the United States court room the other day. The room was pretty full of folks of one sort and another—some of them principals and witnesses in cases on trial, and the rest were spectators of the process of dispensing United States justice and equity—and sitting room was at a premium and the market poorly supplied. Looking around for a place to sit down and rest his weary legs, the agricultural witness noticed that the register by which the room was heated was unoccupied, and immediately threw himself upon it with a sigh of relief, having no idea as to what the thing was intended for. Seeing him seated thus "one of the boys" in question (whose name we won't give, because we can't) quietly walked up and turned the gauge which regulates the temperature of the apparatus. Pretty soon our rural friend began to feel uncomfortably warm, and by the time another "pretty soon" or so had transpired, the perspiration had begun to pour down into his boots in great streams. Still he kept his seat. He felt excessively queer, but for the life of him he couldn't tell what was the cause of it. He began to grow a little scared. He found that unless there was a speedy stop put to his state of feelings he would never get out of town a live man, but would be boxed up and sent home as a "demnition body." At last he beckoned to one of his neighbors, who was also a witness in the court. "George," said he, solemnly, "sump'n's the matter with me as sure as you're born. I b'lieve I'm gwine to swet myself to death right here. The swet is jest a bustin' out all over me." "Why, what's the matter, Bill?" asked his friend, "you do look as hot as if you'd just crawled out of a bake oven. Maybe it's them oysters—do you feel anything like a cramp about your innards?" "No," said George, ruefully, "I don't feel no cramp nowheres about me; I never felt better in my life than I did when I sot down here, but I've been a swettin' and a swettin' till I'm as wet as a drowned rat." Just then he placed his hands on the register for the first time, and springing to his feet he exclaimed, "Why, hello here, dam if that pile of iron ain't as hot as thunder, and I've been a settin' on it till I've scorched a hole in my britches big enough to crawl through. Jest to think that I was dam fool enough to set there and nearly burn up without knowin' what ailed me! George, less go and git another drink of that tencent whisky. Dam if I didn't think I was gwine up the spout like a regl'ar biled owl—dam if I didn't." And casting a vindictive look at the "pile of hot iron" upon which he came so near melting, he and his friend went out in search of a couple or so of cheap drinks.—[Louisville Journal.

### A Strange Passenger.

The train from Bristol to Knoxville yesterday was speeding on its western way joyously. At Greenville it was reinforced by a couple—gentleman and lady, man and wife—evidently of some degree, though somewhat fatigued by a rude, jolting, mail back ride from the mountains of western North Carolina. The liege lord, yet in the acclivity of life, had nothing in his appearance or demeanor to attract any other notice than that usually accorded to a gentleman. The lady—and she was evidently a lady in the true sense—while apparently rejoicing in the very exuberance of health to the discerning and experienced eye, was manifestly not at ease with herself, after her disgusting mountain ride. She certainly took no pains to affect the "Grecian bend."

"All aboard," cries Henry Lyle, "Clang, clang," goes the bell; "toot, toot," the whistle, and away goes the train.

Now, in that car—we mean the car in which our couple were seated—were all manner of folks, the grand-pa, the grand-ma, the pa, but, better than all, something less than a dozen of those unplucked blossoms of maidenhood with whom the realities of matrimony were as the arcana of the Fates. Not a few nice mustachioed young products of the tailor and barber were around to catch the fragrance of the blossoms aforesaid.

The train sped on—our couple rested coally in their double seat. The rough ride from Asheville for the nonce was forgotten. Alas, it was only forgotten to give way to present misery. What can it mean? The conductor is called, and Henry Lyle, always prompt to relieve the distressed, is on hand. Being a man of quick perception and blessed withal with some experience in matters matrimonial, a short private interview determined his course of treatment.

"All the gentlemen will please move to the forward car," was the gentle edict.

"What's the matter?" "Is anything wrong?" cried the maidens.

A shake of the head and a few terrific frowns from a motherly dame awed them into silence.

"Why all this, Mr. Conductor," deferentially exclaimed they of the moustache and gold chain.

"All the gentlemen forward at once!" persisted Henry.

"Yes, go on right now," cried she of the cap strings. "Don't be stoppin', but go right along! Big things are goin on here!"

And they did go forward without knowing why. A blanket was hung up over the glass door of that car! Henry Lyle was hunting a doctor at every wood yard! The banished males were not readmitted to that car! The young ladies didn't get out of the car! Ehen! * * *

When the cars got to Knoxville, Henry was embarrassed to find a passenger aboard for whom he had no ticket.

It's a boy—and they call him Henry Lyle.—[Knoxville Herald.

A COURT ON A BUST.—The Texas papers have for some days been alluding to the exciting conduct of Judge Sabin, military appointee to the office of judge of the Circuit Court. The Brenham Inquirer thus describes the conduct of his honor at Brenham, including his entrance and his exit:

On Saturday night's train arrived the judge, slightly fainting. On Sunday, and especially at night, the judge became beastly drunk, using language to good citizens unbecoming his position, which alone saved him from a sound pummeling. On Monday morning reports were rife of the departure of the judge. Shortly, however, it was ascertained that he had departed for the country in company with a freedman, in search of buttermilk. Jurors and witnesses were pouring into town. During the evening the judge returned, and after imbibing attempted to reach the court house, in which he finally succeeded. After cooing the steps of the court yard and climbing up the steps he succeeded in reaching the bench. The court was called, but adjourned until four o'clock the following day. The judge was certainly the muddiest man ever seen, and exhibited the appearance of having been wallowing with the hogs. By the assistance of an attorney he was enabled to reach the hotel, amid the laugh and jeers of thousands who witnessed this strange procedure.

The next evening found the judge in no better condition, but he finally managed to reach the stand, shorn of the extra mud. Court was called, the Grand Jury with little or no change, court adjourned, and the judge, calling at the bar, took another smile and reached his hotel. During the night he became no better.

On Wednesday morning, about daylight, in a bar room he announced his intention of going down on the train. When asked what he would do with the court, he said let it go to h—ll. "Then, judge, what will you do about the Grand Jury now sitting?" "Let them sit till they hatch!" he answered. The train conveyed the judge on his homeward trip.

The above is a plain unvarnished statement of facts, as we hear and have seen, and needs no comment at our hands. The judge is a military appointee.

HOW TO GRAFT GRAPE VINES.—A North Carolina farmer gives, under the head of "something worth knowing," the following: Cut the grafts some time between the first of December and the last of January; pack them away in a box, bedded in wet sand, and keep them in a cellar until the leaves of the vine to be grafted are half grown—anyhow, until the sap has ceased to flow. Then dig down below the cellar, or the point where the roots of the vine radiate, and hunt for the largest and most thrifty; cut them loose from the collar and with pegs bring them to a perpendicular position. Cut off the end smoothly and graft just as you would an apple tree, leaving at least two buds or eyes, and then place a large hill around it, reaching to the top of the graft, covering the upper buds an inch with loose dirt, free from clods; and then, if the graft fails to grow, it is because the grafts had lost their vitality before the work was done. You may have a vine for each runner of the vine grafted—sometimes half a dozen. If the roots are thrifty they will grow the first summer from eight to sixteen feet in length, and you can thus have a crop of grapes the second year.

Wild vines are the best to graft in, because indigenous to the soil in which they grow, and know better than a tame variety at what depth to strike their roots.

## River Intelligence.

CRESCENT OFFICE, No. 96 CAMP STREET, Saturday Morning, Nov. 7, 1868.

We have no material change to report in the weather since our last. Clear skies a moderate temperature, and light easterly winds are still prevalent.

The levee did not evince that degree of activity yesterday that we expected it would. The arrivals were quite numerous, but the packets advertised to leave this evening were not being pushed by the receipt of freight.

There is at present five Red river packets in port, all advertised to leave this evening, but if they all get off we fear that one or two of them at least will have light trips.

An impression seems to prevail amongst shippers that they are imposed upon by the present rates, and in consequence of this considerable Red river freight is at present held back awaiting a fall (in rates, we mean, not in the river.) In our opinion the present rates (double card) are really moderate, considering the difficulties to be surmounted and the time occupied in making a trip, and without fear of contradiction, we assert that in a week or ten days rates will have advanced at least twenty-five per cent. to Shreveport, whilst Jefferson freight will be hard to ship at any price. Old Red is still going down, and the low stage of the Father of Waters and its upper tributaries, all tend to convince us that a long spell of low water navigation may be looked for. "A word to the wise," etc.

4912 bales cotton were received per river steamers yesterday.

The Gov. Allen has taken the place of the Vicksburg in the Vicksburg trade.

The clipper Bart Able leaves at 5 P. M. to-day for Vicksburg and all landings intermediate. Capt. W. C. Harrison commands and her office is presided over by that courteous gentleman, Mr. W. M. Tompkins, Jr., who in the discharge of his duties is assisted by Messrs. Holmes and Hinman. The fare and accommodations of the Bart Able are unsurpassed, her officers are courteous gentlemen and her speed second to none of her class. Shippers may rely upon her leaving port every Saturday at 5 P. M., taking freight as low as any boat in the trade.

The Golden Era, under command of that courteous gentleman and popular steamboatman, Capt. Gus Hodge, leaves, "freight or no freight," at 5 P. M. to-day, for Jefferson and Shreveport, taking freight and passengers for Alexandria, Cotile, Grand Ecore, and all way and plantation landings, to which she will pay particular attention. Messrs. Halliday, Bryant and Spear have charge of her office.

At 5 o'clock this evening Capt. Isaac H. Kouns will back out the new light draft passenger packet Era No. 10, for Jefferson, Shreveport and all way landings. Although a new boat the No. 10 has succeeded in winning golden opinions from all kinds of people, particularly from those who ship freights and travel. Mr. Geo. Hamilton, a gentleman of strict business habits and courteous manners, is her chief clerk.

The light draft packet Van Buren, Capt. Berry, leaves positively at 5 P. M. to-day for Fort Smith, Van Buren, Little Rock, Pine Bluff and all intermediate landings on Arkansas river. Drawing only 10 inches light, she will go through despite the present low stage of the Arkansas.

There is—so we have been told from our infancy—but one way to do anything, and that is the right way. Now we can say to those of our readers who have freight to ship to Jefferson, Shreveport, Carolina and Hurricane Bluffs, Grand Ecore, Cotile, Alexandria, Barbin's landing, or in fact to any point between this city and Jefferson, that by glancing over our advertising column they will find the Right Way, Capt. Noan Scovel, advertised to leave at 5 P. M. to day for those points, and they can rely upon her leaving to the minute. Mr. J. W. Warren, her clerk, will be pleased to register all who seek to go on the Right Way up Red River, or to attend to all the freight intrusted to him.

The dashing Wild Wagoner, Capt. W. B. Richardson, leaves as usual this evening at 5 o'clock, for Natchez and intermediate landings. The office of the Wagoner is in charge of that polished gentleman, Mr. J. C. Libano, and his able assistants, Messrs. Posey and Miller, are gentlemen with whom it is a real pleasure either to travel or transact business.

The Lulu D, under command of Capt. Jack Grace, leaves positively at 5 P. M. to-day, for Jefferson, Shreveport, and all way landings.

The Annie Wagley leaves at 5 P. M. to-day for Opelousas.

The Ruth leaves for Cairo to-day.

The J. D. Perry leaves this evening for White river.

The Idahoe, Capt. J. W. Blanks commander, with the courteous Mr. Chas. Breard, in her office, leaves positively at 5 P. M. to-day for Trenton and Monroe.

The Leni Leoti, Capt. G. Press Work, leaves at 5 P. M. to-day for Monroe and Trenton.

The officers of the Leni Leoti have our thanks for favors.

Mr. Ed. Ryland, of the Vicksburg, has our thanks for a file of late Vicksburg papers.

Mr. Andrew Hoff, barkeeper of the Right Way, has placed us under obligations by kindly furnishing us a full file of late Shreveport and Jefferson papers.

From the officers of the Leni Leoti we learn that the Ouachita river was falling fast. They found only eighteen inches on Monroe, and thirty on Fenner's and Rutland's bars.

The departures yesterday were:

Mollie Able, for St. Louis.

Nina Simmes, Capt. W. B. Greathouse, for Bayou Sara.

J. M. Sharp and Thos. Powell, for Donaldsonville.

A. G. Brown for Lower Coast.

The river before the city is about on a stand.

The Wild Wagoner will be receiving at the lower landing this morning.

Work upon the damaged portion of the upper steamboat wharf seems to have come to a stand still.

The Lizzie Hopkins, from Shreveport, is due today.

The Grey Eagle leaves for Bayou Sara to-morrow at 9 A. M.

Mr. Jno. Roland, of the Right Way, has our thanks for a late Shreveport paper and the following memoranda: "Steamer Right Way left Carolina Bluffs Thursday, Oct. 29, 6 P. M.; arrived at Shreveport Friday, Oct. 30, 9 A. M.; left Shreveport Saturday, Oct. 31, 10 P. M.; in port for New Orleans, Lizzie Hopkins; for Jefferson, Gossamer and Dixie. Sunday, November 1, met steamer Rose Franks at W. G. Williams's, and Judge Fletcher at Bond's. Monday, 2d, met Pioneer at Mary Brown's. Tuesday, 3d, met enterprise at St. Andre and Richmond at J. Leronx's. Wednesday, 4th, met Celeste at Alexandria, and Irene, above Dario. Thursday, 5th, met Wild Wagoner at head of Prophet's Island, Glide and Era No. 9 below Baton Rouge, Lady Gay at Conrad's, Tablequah above, and Grey Eagle at Plaquemine, Peerless and Emma No. 3 three miles below. Red River falling all the way down.

The Legal Tender, Capt. J. W. Roberts, leaves at 5 P. M. to-day, for Louisville.

The Mississippi and Pauline Carroll left Memphis for this city on the 4th inst.

The Bismarck left St. Louis on the 3d inst. for New Orleans.

The following named steamers arrived yesterday: Fart Able, Capt. W. C. Harrison, from Vicksburg, with 1375 bales cotton, 1701 sacks cotton-seed and sundries; Lafourche, Capt. Henn, from Bayou Sara, with 100 bales cotton, 58 hhds. sugar, 35 barrels molasses; Hetty Gilmore, Capt. King, from Bayou Lafourche, with 17 hhds. sugar, 35 barrels and 16 half barrels molasses; Right Way, Capt. Noah Scovel, from Carolina Bluffs with 307 bales cotton; Vicksburg, Capt. Tom P. Leathers, from Vicksburg, with 1669 bales cotton and 2375 sacks cotton seed; Leni Leoti, Capt. G. Press Work, from Monroe, with 979 bales cotton and sundries.

SUMMARY JUSTICE IN OLDEN TIMES.—The good old times! The rare old times! One cannot well help sighing for them when one reads a bit like this:

"In 1311 a baker was imprisoned for offering putrid bread for sale; and in 1316 two bakers were drawn on hurdles through the streets of the metropolis and pilloried for using false weights. In 1319 William Spelyng was fixed in the pillory, whilst the putrid carcasses of two bullocks found in his shop were burnt under his nose; and in 1348 two similar punishments for similar crimes are recorded against the delinquent butchers."

Cruel? Well, yes, possibly. But are not bakers cruel, when they cheat poor half-fed people by giving them short weight? Small tradesmen often are big rogues; of this at every Sessions there is offered ample proof; and the worst are they who cheat the poor in food and drink. These small tradesmen make large profits, and can easily afford to snap their fingers at the fines which are nowadays imposed on them for swindling in their shops. It would be a fine thing for the poor if fines were no more suffered, and a fine sight it would be to see a baker in the pillory, or whipped at his shop door for having sold short weight. Cheating such as this is virtually stealing, and deserves a harsher punishment than payment of a fine, an item which is simply classed among the trade expenses, and paid out of the profits of the next half-score of thefts. If we merely fine a shop keeper for robbing by false weights, we ought merely to fine a burglar or a pickpocket, and we ought to shut our prisons against every sort of thief.

Mrs. Mary Vestal died at Santa Fe on the 24th ultimo, aged ninety-five years. She was a native of North Carolina.

## Marine Intelligence.

CRESCENT OFFICE, No. 93 CAMP STREET, Saturday Morning, November 7, 1868.

### Cleared Yesterday.

Steamship Gulf Stream, Spencer, for New York, G A Fosdick &co

Steamer Atlantic and barge, for St Louis, Master

### Arrived Yesterday.

Steamship New York, Dreyfus, from Bremenhaven 14th Oct., via Havre, Southampton and Havana, to E F Stockmeyer &co—4th dist

Sloop Flying Dutchman, Buras, from Pointe-a-la-Hache, to master

Lugger Salvador, Milton, from Pointe-a-la-Hache, to master

STEAMBOATS.

Vicksburg, Leathers, from Vicksburg
Bart Able, Harrison, from Vicksburg
Right Way, Scovell, from Shreveport
Leni Leoti, Work, from Ouachita City
Celeste, Dowty, from Plaisance
Aloe, Woods, from Lower Coast
Louise, Hopkins, from Mobile
Hetty Gilmore King, from Thibodaux

ARRIVALS AT THE NEW BASIN.

Schr C H Frazier, Brantford, from Biloxi
Schr Martha Washington, from Peal River
Schr Uncias, Hadden, from Tangipaho
Schr Dixie, Gantor, from Pascagoula
Schr Almira, Boncourt, from Bay St Louis
Schr Concordia, Charlow, from Bay St Louis
Schr Cometia, Montreal, from Tchefuncte
Schr Sidonia, Ballenger, from Bonfuca
Schr Rover, Miller, from Tchefuncta
Schr Pippo, Pippo, from Covington
Schr Rebecca, Walker, from Tchefuncte
Sloop Mary Jane, from Blind River

ARRIVALS AT THE OLD BASIN.

Schr Surprise, from Biloxi
Schr Democrat, Joe, from Shieldsboro
Schr Emma Jane, from Pearl River
Schr Indian, from Blind River
Schr Perseverance, from Bonfuca
Schr Oloff, Anderson, from Jordon River
Schr Sister Kate, from Tchefuncte
Schr Rosa, Jolly, from Bayou Lacombe

### Below Coming Up.

Ship Roseneath (Brit), Auld, from Halifax, N S, to Wheeler, Shepherd &co

Brig Julito, Boratru, 7 days from Matanzas, in ballast, to Puig Bros

### Memoranda.

The steamship Lodona, Capt Hovey, from New York for this port, on descending the bay on the 31st ult., came in collision with the schr Franconia, from Jacksonville, Fla., carrying away the schooner's bowsprit, jibboom and head, with everything attached. The Lodona lost foretop gallantmast—the only injury she received. The ship proceeded on her voyage.

DOMESTIC PORTS.

New York, Oct. 1.—Arrived from New Orleans, steamship Gen Meade, Sampson.

### Exports.

NEW YORK—Steamship Gulf Stream—339 bales cotton 64 bbls molasses 238 bbls rosin 830 hides 14 csks metal 5470 sks cotton seed 12 pkgs mdse

ST LOUIS—Steamer Atlantic—1000 bars railroad iron

### Imports

HAVRE AND SOUTHAMPTON—Steamship New York—From Bremen—2 casks mdse L Gunther—1 csk wine to Lehman, Newgass &co—1 do Meyer Bros—1 do Greve & Wilderman—2 cases wine G M Levy—1 cask drid plums 1 cases mdse C T Buddecke &co—100 bbls beer C Ceiler &co—2 csks seed 3 cases do R Frotcher—8 cases mdse Seig & Krug—1 do A Koenig—1 case hardware Mrs J Gauche—4 cases hams 1 case preserves Jno Duntz—1 machine 1 trunk mdse J W Burmann—1 cases mdse Elmer, Bader &co—1 do E F Hoton—2 casks plums F Reikert. From Haare—1 case mdse A B Griswold &co—14 do R B Sumner—1 do W Dauphin &co—1 do A Dumont—1 Jno Frank—6 H Damiens—1 H N Seibrecht—2 M Payro—6 S Boutron—1 Leon. Pensard &co 1 M O Lelievre—3 E Souvie—1 F Rien &co—3 Gueble & Nippert—2 Herbert & Escouse—3 F Kuntz &co—10 D H Holmes—1 Bodet & Gueydan—1 P F Deitrich—1 C Trouilly. From Southampton—3 cases rhubarb 35 cases quinine 3 cases soap 1 case oil almonds E J Hart &co—100 bdls quicksilver Seig & Krug—1 csk hardware Keep & Hogan

MOBILE—Steamer Louise—45 bales cotton to C A Whitney &co—20 Warren, Crawford &co—1 do 10 bales osnabergs Lehman, Newgass &co—155 pkgs tobacco and sundries to order—Total 66 bales cotton

### Receipts of Produce.

VICKSBURG—Steamer Nicksburg—250 bales cotton Yeatman &co—119 S B Newman &co—86 Von Phul Bros—83 Jos Hoy &co—82 Richardson & May—82 T H & J M Allen &co—73 Buckner & co—73 Gerrard & Craig—67 Hogan & Patton—61 Pritchard & Bickham—50 Summers & Branigs—35 Avendano Bros—34 C B Champlin—33 A H Peale &co—30 Blakemore, Wooldridge &co—26 J W Person—26 Payne, Huntington &co—23 J P Smith—26 J Williams & Son—20 H F Given—19 Jurey & Harris—19 J R Powell—18 Violett, Black &co—18 Ricks & Hall—17 S H Aby &co—17 D G Cook—17 Aicus, Scherck & Autey—17 M Musson &co—14 A J Eiken—14 R Nugent—10 C S Whitcomb—14 Ober, Atwater &co—13 Winston, Morrison &co—12 Nelson, Lanphier &co—10 J A Lane—10 J K Bell—8 O'Brien & Hall—8 J & G Cromwell—8 Nalle & Cammack—7 Britton & Moore—6 H Allison &co—6 Ar Miltenberger—5 Penn, Pace & Nixon—5 H McColl—5 Jno T Hardie &co—5 J C Denis 5 Irby, McDaniel &co—4 Hirsch & Adler—4 Ben Gerson—4 Warren, Crawford &co—3 Knox Bro—4 Meyer, Deutch & Weis—4 Lehman, Newgass & co—3 S Friedlander—3 R Flower—2 E G Bridge—3 D R Carroll &co—2 Jennings, Gates &co—2 Griffin & Porch—1 Blackshear & Miller—1 Stewart & Richardson—1 G M Bayley & Pond—1 W J Frierson &co—546 sks cotton seed J Aldige—280 do A A Maginnis—270 do Stonewall Oil Works—303 do J P Smith—257 do Harian Oil Works—200 do Buckner &co—191 N Y Oil Co 175 do Payne, Huntington &co—91 do C B Champlin—52 Wright, Allen &co—20 do J W Person—22 bales cotton to Lacey, Terry &co—sundries to order—Total 1660 bales cotton 2375 sks cotton seed

VICKSBURG—Steamer Bart Able—144 bales cotton Blakemore, Wooldridge &co—142 Richardson & May—131 Meyer, Deutch & Weis—137 Hogan & Patton—65 J Burnett &co—64 J W Person 59 Gerrard & Craig—56 Stewart & McCarty—43 Pritchard & Bickham—36 Ricks & Hall—36 H F Given—34 Foster &co—32 Winston, Morrison &co 22 Jno Chaffe &co—27 E Newman &co—20 M Musson &co—34 J F Griffing—19 J P Higgins &co—19 Penn, Pace & Nixon—18 T & S Henderson—18 Kern & Shearer—16 Boyd & Martin—16 Jos Hoy &co—15 J P Harrison & Son—15 Jno T Hardie & co—14 C G Johnson—12 J K Huey &co—12 Jno Phelps &co—12 J R Powell—11 O'Brien & Hall—11 Payne, Huntington &co—8 Avendano Bros—6 Irby, McDaniel &co—7 Stewart, Norton &co—6 M Dowling—6 C E Slayback &co—6 Parham & Blunt—5 I W Arthur &co—5 A H Peale &co—5 5 Randall &co—4 S B Newman &co—4 Bussey & co—4 Summers & Branigs—4 Turnbull, Kerby & co—3 Von Phul Bros—2 H N Soria &co—1 H Ware & Son—1 Wright, Allen &co—1 Nalle & Cammack 1 J D Lane—1 S H Aby &co—708 sks cotton seed S Marx—242 do A A Maginnis—236 do J Aldige—300 do J Janey—91 do N Y Oil Works—76 do Bienville Oil Works—50 do J W Person—33 do Harlem Oil Works—sundries to order—Total 1375 bales cotton

SHREVEPORT—Steamer Right Way—224 bales cotton Blakemore, Wooldridge &co—119 Richardson & May—72 Jno Phelps &co—71 Beadles, Wingo &co—42 Adams, Cockburn & Howe—30 Jno T Hardie &co—42 Speake & Buckner—29 H W Farley &co—29 Winston, Morrison &co—20 Cummings, Brown &co—19 Gilmer, Hopkins &co—19 H Allison &co—18 Sentell & Prather—17 E Newman &co—11 T & S Henderson—9 Clapp Bros &co 10 Meyer, Deutch & Weis—8 J McLaughlin—3 I W Arthur &co—3 Aymar &co—3 McDowell & Nugent—2 Lehman, Newgass &co—18 hides to Richardson & May—4 bales snakeroot 136 hides 2 bdls peltries J H Carter—100 hides 9 skins 1 bdl peltries 1 bale wool Beadles, Wingo &co—20 sks peas Aymar &co—2 bbls tallow Jno T Hardie & co—sundries to order—Total 807 bales cotton

OUACHITA RIVER—Steamer Leni Leoti—352 bales cotton Jno T Hardie &co—284 T H & J M Allen &co—44 Levy & Bass—6 Spyker & Sandidge 25 Winston, Morrison &co—24 M Ogiesby—31 Lehman, Newgass &co—63 Penn, Pace & Nixon—24 Aicus, Scherck & Autey—11 M Hiller &co—22 A Levi—16 Fellowes, Ferguson & Hervey—10 E Newman &co—5 I W Arthur &co—9 D G Cook 8 Boyd & Martin—5 Francke & Dannel—5 Vredenburg &co—4 Wright, Allen &co—4 J A Lane—3 J P Smith—2 Aymar &co—2 L Grande &co—2 H Allison &co—2 Meyer, Deutch & Weis—1 Randall &co—2 bbls apples Foster & Rose—2 bdls hides Francke & Dannel—13 do H Roseman—sundries to order—Total—770 bales cotton

PLAISANCE—Steamer Celeste—50 bales cotton Lehman, Newgass &co—45 Jos Hoy &co—37 O B Graham &co—20 Payne, Huntington &co—30 R H Rust—18 Marx, Levy &co—15 B L Mulandon 11 Renshaw & Cammack—9 P J Pavy &co—8 Penn, Pace & Nixon—6 T F Thieneman—5 Berand & Gibert—5 Meyer, Deutch & Weis—3 Campbell & Strong—4 C L Walmsley &co—4 Wright, Allen &co—2 Haydel & Gaspard 2 J C Denis—2 D R Carroll &co—1 Bouligny & Esclapon—6 sks seed cotton L Dufilho—59 bbls molasses 1 bxs mdse Renshaw & Cammack—43 bbls molasses to J I Adams &co—5 do Lehman, Newgass &co—6 bbls pinders C L Walmsley &co—1 bale hides Carlson, Marks &co—7 bbls pop corn Farcheimer Bros—1 sk beeswax 14 sks corn 3 bbls peas 1 bbl pep corn Eaton & Barstow—70 hides 1 bbl tallow J L Couret—12 sks corn and sundries to order—Total 277 bales cotton 6 sks seed cotton 107 bbls molasses

LOWER COAST—Steamer Aloe—26 hhds sugar 21 bbls molasses H F Given—129 bbls rice A Socola—96 do J David—20 do 2 sacks do J Bethancourt—6 sks rice 20 do rough 20 bbls rice to order 31 bbls oranges M Schenburge—sundries to order Total 26 hhds sugar 21 bbls molasses

THIBODAUX—Steamer Hetty Gillmore—15 hhds sugar 20 bbls molasses Chas Kock—2 hhds sugar 5 bbls molasses P J Pavy &co—10 do W Bogart—15 hlf do A Brousseau—4 sks seed cotton to Bouligny & Esclapon—3 bbls molasses 4 hides J M Walsh—3 bbls pinders L Terrebonne—1 bbl corn R Rass—4 bbls oranges J S Prean—sundries to order—Total 17 hhds sugar 35 bbls molasses 15 hf do 4 sks cotton seed

POINTE-A-LA-HACHE—Sloop Flying Dutchman—28 bbls rice to order

POINTE-A-LA-HACHE—Lugger Salvador—38 bbls rice to order

BILOXI—Schr Surprise—400 bbls charcoal to order

SHIELDSBORO—Schr Democrat—800 bbls charcoal to order

PEARL RIVER—Schr Emma Jane—30,000 feet lumber to order

BLIND RIVER—Schr Indian—20,000 staves 12 cords wood to order

BONFUCA—Schr Perseverance—50 cords wood to order

JORDAN RIVER—Schr Oloff—75,000 laths 35 000 feet lumber to order

TCHEFUNCTE—Schr Sister Kate—500 bbls charcoal to order

BAYOU LACOMBE—Schr Rosa—50 cords wood to order

BILOXI—Schr C H Frazier—20,000 feet lumber Popp & Elliott

PEARL RIVER—Schr—Martha Washington—21,000 feet lumber Ward & Hobson

TANGIPAHO—Schr Uncias—12,000 feet lumber Marcey

PASCAGOULA—Schr Dixie—140,000 shingles Delmas & Griffin

BAY ST LOUIS—Schr Almira—10,000 laths 24,000 feet lumber Hassam & Pooley

BAY ST LOUIS—Schr Concordia—35 cords wood J J Clark

TCHEFUNCTE—Schr Cometia—60 cords wood J J Clark

BONFUCA—Schr Sidonia—30 cords wood to W Zimmerman

TCHEFUNCTE—Schr Rover—250 bbls sand to Baxter & Wilson

COVINGTON—Schr Pippo—1 bales cotton 500 bbls sand to order

TCHEFUNCTE—Schr Rebecca—35,000 bricks Baxter & Wilson

BLIND RIVER—Sloop Mary Jane—6 cords wood J J Clark

### Receipts by Railroads.

N O, J & G N—Nov. 6—43 bales cotton to W A Johnson &co—21 T & S Henderson—22 J A Bauer—15 Beadles, Wingo &co—22 J P Higgins &co—35 Jos Hoy &co—14 Lacey, Terry &co—20 J Williams & Son—67 T H & J M Allen &co—34 Lehman, Newgass &co—15 Dickman, Hill &co—3 A H Peale &co—29 R L Adams & Son—109 Aicus, Scherck & Autey—1 Ben Gerson—32 Richardson & May—36 Jno Chaffe &co—28 Winston, Morrison &co—66 Warren, Crawford &co—17 Jno T Hardie &co—6 M Oglesby—5 G G Gordon—18 Howard & Preston—11 W B Tompson—12 C S Whitcomb 4 Meyer, Deutch & Weis—7 Jennings, Gates &co 4 Robyf Hervey &co—42 Payne, Huntington &co 1 Clapp Bros &co—6 Summers & Branins—6 Nelson, Lanphier &co—4 Walker & Vaught—6 S H Aby &co—4 Britton & Moore—5 Crumer, Berymen &co—2 S Friedlander—11 M Musson &co—15 M Hiller &co—1 D G Cook—40 bbls whisky to Schneider & Zuberbier—50 do DeVan & Mason—sundries to order—Total 799 bales cotton

N O, O & G W—Nov. 6—39 bales cotton to Lafitte & Dufilho—4 Beraud & Gibert—7 A Leatron &co—7 C H Mouton &co—1 B Harraid—1 do 5 bdl hides 6 hides L Grevenburg—10 hhds sugar Lafitte & Dufilho—32 do 26 bbls molasses J I Adams &co—10 do A Bonfean—15 do L Hasse—1 bdl hides 1 csk do 1 bbl tallow F Dufour—8 sks peanuts 1 bbl do 7 hides M Levy—2 bbls hides M Dowling—1 bales cotton 10 hides DeBlanc & Beer—326 head stock and sundries to order—Total 60 bales cotton 42 hhds sugar 51 bbls molasses


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GEDDES, SHAKESPEARE & CO.,

Iron and Brass Founders and Machinists, Manufacture every variety of Steam Engines, Sugar Mills, Saw Mills, Draining Machines, Mill and Gin Gearing and Grate Bars, Store Fronts, Columns, Ventilators and Sash Weights. Blacksmith Work of all kinds

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Orders left at Box 190 Mechanics' Exchange, or 1590 Post-office, will receive Prompt Attention.

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Corner of Delord and Foucher streets.

We beg leave to inform our friends and the public generally that we are prepared, as formerly, to manufacture Steam Engines, Boilers, Sugar Mills, Sugar Kettles, Draining Machines, Saw Mills, Cotton Presses, Newell Screws, Gin Gearing, Furnace Mouths, Grate Bars, all kinds of Plantation and Steamboat Works and every description of Machinery in the South. LEEDS & CO.

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Corner Chartres and Conti streets.

MR. J. P. SARRAZIN thankful for the patronage extended to him since the establishment of his factory, has constantly used his best exertions to increase his well-deserved reputation, and is now able to offer to the Southern States a superior article of cut Tobacco for smoking, put up in all sorts of packages to suit the trade. His assortment of Chewing Tobacco, Cigars, etc., is renewed by every arrival.

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Office and Salesroom—173 Gravier street,

Near Carondelet, New Orleans.

Liberal advances made on consignments. Auction sales of Furniture, Cargoes, Produce, Real Estate and every description of Merchandise promptly attended to.

Regular Sale Days—Mondays, Wednesdays, Fridays and Saturdays.

SALT..... FULL WEIGHT.....SALT.

15,000 sacks COARSE LIVERPOOL;
5000 sacks FINE "
2000 sacks TURK'S ISLAND.

All full weight, now landing in prime order, and for sale in lots to suit purchasers, delivered on wharf at warehouse (good steamboat landing), or by drays to any part of the city.

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FOR NEW YORK DIRECT,

THE CROMWELL LINE.

This Line is composed of the following Steamships—

Geo. Cromwell, Geo. Washington.
Mariposa, Carlos,

The Steamship

Mariposa,

E. KIMBLE, Commander,

will leave her wharf foot of Toulouse street, on SUNDAY, November 8th, at 3 A. M.

Passage.....$20

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,
61 Carondelet street.

FOR NEW YORK

MERCHANTS' STEAMSHIP LINE.

Comprising the first-class Steamships—

GENERAL GRANT.....Captain H. S. Quick.
CRESCENT CITY.....Captain W. Weir.
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

Crescent City,

WM. WEIR, Commander,

Will leave wharf opposite Vegetable Market, Second District, SATURDAY, Nov. 7, at 5 P. M.

These Steamers have superior accommodations for passengers.

CABIN PASSAGE.....$60.

For freight or passage apply to

☞ Bills of Lading signed through to Liverpool.

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

The Steamship SHERMAN will follow, leaving SATURDAY, November 14, at 5 P. M.

The Steamship GEN GRANT will follow the SHERMAN, leaving WEDNESDAY, November 18 at 5 P. M.

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FOR BALTIMORE AND HAVANA.

THE NEW ORLEANS, BALTIMOR