quite active, and we would refer to the following as a fair index of the business doing, viz: Cotton by steam to Liverpool 1d. ℔ lb. by sail 9-16d. for filling up vessels, while 19-32d. is the rate for consignments; £2 10s. ℔ hhd. for Tobacco; 4s. ℔ bbl. for Flour and 12@13d. ℔ bushel for Corn; Oil Cake at 35s. ℔ ton. Cotton by sail to Havre 1 3-16c. ℔ lb. Cotton to Bremen 1¼c. Cotton by steam to New York 1¼@1½c. ℔ lb; Tobacco $10 ℔ hhd.; Flour $1 ℔ bbl.; Corn 20@21c. ℔ bushel. Cotton by steam to Boston 1⅛c.; Flour $1 ℔ bbl.; Corn 15@22c. ℔ bushel. Cotton by steam to Philadelphia 1c. ℔ lb.; Flour 80c. ℔ bbl. Through rates to Hamburg by steam via New York 1¼d. for Cotton. Cotton by steam to Bremen 1¼d. Cotton by sail to Boston 1⅛c. Molasses by steam to New York $2 50; Sugar by do. to do. $8. Molasses to Boston $3 ℔ bbl.

THE HOME CONSUMPTION OF COTTON.—The New York Commercial Bulletin publishes a statement of the quantity of cotton consumed in the United States, compiled from the returns of the National Association of Cotton Manufacturers and Planters. It appears that six hundred and forty-three mills replied to the questions presented to them. These mills run six million three hundred and eighty thousand spindles—the number of spindles not reported being estimated at only six hundred thousand. The following is a summary of the returns received previous to November 28, 1868:

STATES.	Number of Mills.	Number Spindles.	No. pounds Cotton spun yearly.
Northern States.			
Maine	22	443 800	25 838 698
New Hampshire	37	734 460	48 089 439
Vermont	12	24 138	1 041 125
Massachusetts	149	2 327 822	134 568 652
Rhode Island	124	1 062 624	49 742 373
Connecticut	76	597 816	29 425 729
New York	43	410 070	20 515 044
New Jersey	15	133 840	6 885 000
Pennsylvania	64	767 856	33 853 004
Delaware	8	43 108	3 038 280
Maryland	10	99 368	6 929 788
Ohio	5	21 834	3 170 000
Indiana	1	10 800	1 500 000
Missouri	4	15 436	2 475 000
Total North	561	6 161 962	370 602 033
Southern States.			
Virginia	10	36 060	4 010 000
North Carolina	15	21 112	3 009 000
South Carolina	6	31 568	4 174 103
Georgia	29	66 752	10 854 350
Mississippi	3	25 196	2 839 500
Texas	5	8 528	1 372 104
Arkansas	2	924	258 400
Tennessee	9	11 720	1 597 200
Kentucky	3	6 264	1 075 000
Total South	82	218 099	30 325 750
Northern States	561	6 161 962	370 602 033
Southern States	82	219 099	30 325 750
Total United States	643	6 380 061	400 927 783

The Bulletin argues from these statistics that the estimates heretofore given of the home consumption of cotton, while approximately correct, have been inaccurate in detail. The quantity consumed in the North is larger than was supposed, but the consumption in the South is less. In the return four hundred million nine hundred and twenty-seven thousand seven hundred and eighty-three pounds, or eight hundred and ninety thousand bales, are shown to have been manufactured by the mills, and an addition of eighty-five thousand bales for the six hundred thousand spindles not reported, would bring up the total consumption to one million bales. From this is deducted one hundred thousand bales for errors and over statements, which would reduce the actual consumption to about nine hundred thousand bales.

MIXED PACKED COTTON.—Our commission merchants, (says the Columbia (Ga.) Sun), greatly complain of the quantity of mixed packed cotton that is now in the market. In one lot shipped to Savannah, sixteen bales were returned as not equal to the samples. On the outside they were, but in the middle of the bales there were trashy stuff and a mixture of poor grades. Farmers only injure themselves by doing this mode of business. Some of it is done without design, but not seldom with deliberate purpose of deception. The parties who pursue the latter course are generally found out, and their cotton is always looked upon with suspicion, and brings a less price. If done deliberately to deceive; if a man puts mean, trashy stuff in the center of the bale, beyond the reach of the sampler's gimblet, and covers it with a good staple in order to get the price for the whole that the latter commands, the action is simply stealing.

Cattle Market.

CITY OF JEFFERSON, January 7, 1869.

Arrived yesterday—334 Texas Beeves, 146 Calves and Yearlings. Sold—469 Texas Beeves, 146 Calves and Yearlings, 203 Hogs, 5 Milch Cows. Stock on sale—477 Texas Beeves, 126 Hogs, 328 Sheep and 49 Milch Cows. We quote:

Texas Beeves, corn fed, choice, ℔ lb net	—	— —
Texas Beeves, corn fed, 2d quality, ℔ head	—	— —
Texas Beeves, 1st quality, ℔ head	40 00@	50 00
Texas Cattle, 2d quality, ℔ head	30 00@	35 00
Texas Cattle, 3d quality, ℔ head	18 —@	25 00
Hogs ℔ lb gross	— @	8½
Stock Hogs ℔ lb gross	— —	— —
Sheep, first quality, ℔ head	— @	5 00
Sheep, second quality, ℔ head	2 50@	3 50
Sheep, third quality, ℔ head	— @	1 50
Milch Cows, choice, ℔ head	— @	100 00
Milch Cows, first quality, ℔ head	80 00@	100 00
Texas Cows with Calves	— @	— —
Yearlings, ℔ head	8 00@	10 00
Calves, ℔ head	5 00@	8 00
Goats ℔ head	1 50@	4 00

River Intelligence.

STEAMERS LEAVING THIS PORT.

Thursday, January 7.

Texas.....MATAGORDA, Atkinson—Cars. 7½ AM
Vicksburg.....FRANK PARGOUD, White.....5 PM
Red River.....LOTAWANNA, Waite.....5 PM
Onachita River.....IDAHOE, Breard.....5 PM
Arkansas River.....MINNIE, Doyle.....5 PM
Donaldsonville.....NEW ERA, Dugas.....5 PM
Watering Places.....CAMELIA, Cozzens—Cars.....10 AM
Red River.....NATIONAL, Sinnott.....5 PM
Red River.....ORA, Lodwick.....5 PM
Washington.....ANNIE WAGLEY, Burton.....5 PM
White River.....GLASGOW, Cable.....5 PM
Memphis.....MISSISSIPPI, Green.....5 PM
Louisville.....LOUISVILLE, Lusk.....5 PM
Pittsburg.....R. C. GRAY, Whittaker.....5 PM
Cincinnati.....SWALLOW, Fenton.....5 PM
St. Louis.....PAULINE CARROLL, White.....12 M
Mobile.....MAIL BOAT—Cars.....4 PM

CRESCENT OFFICE, No. 94 CAMP STREET, Thursday Morning, Jan. 7, 1869.

Business was quite active upon the river front yesterday, and several steamers left with fine trips. Amongst them we noticed particularly the Gov. Allen and Wild Wagoner.

A change has come o'er—not the spirit of our dreams, but over the clerk of the weather, for yesterday he gave us just such weather as one would look for in this climate. At daybreak the atmosphere was clear, with a cool, bracing temperature, and a heavy white frost—the heaviest of the season—was visible to all who arose with the lark, or to those who left their beds early in search of a little bourbon and bitters. At this writing, the prospect for a long spell of bright, clear weather is promising.

The clear, cold weather of yesterday failed to dry up the mud upon the levee.

We noticed a number of laborers engaged yesterday in repairing the upper steamboat wharf—this is as it should be—and we are pleased to note that our admonishments were not in vain. After you have finished the upper wharf, gentlemen, please turn your attention to the lower landing.

The following dispatch was received yesterday:

"Delhi, La., Jan. 6th, 1869.—To Capt. Brinker, steamer Rose Franks: No boat can come in the bayou yet. Weather dry. Moore & Co."

In consequence of the receipt of the above, Capt. Brinker decided not to leave with the Rose Franks for Bayou Macon and Tensas, but will await more favorable news in regard to water.

Frank Pargoud, Capt. White, from the Bends, will be found at the landing this morning.

The Caroline, under command of Capt. W. D. Bateman, leaves at 5 P. M. to-morrow for Jefferson and Shreveport.

B. L. Hodge No. 2, Capt. Boardman, will be ready to receive freight to day for Shreveport and intermediate landings. She leaves on Saturday, 9th inst., at 5 P. M.

The Caroline, under command of Capt. W. D. Bateman, leaves positively at 5 P. M. to-morrow for Jefferson. We wish Capt. Bateman and his gallant packet unbounded success.

The St. Louis Democrat informs us that Capt. Scott is running the Lightwood between Trenton and Camden, Alabama.

The National, having been unavoidably detained from leaving last evening, in consequence of having to make some slight repairs, leaves beyond doubt for Shreveport and all intermediate landings to-day at 5 P. M.

During the past week some six or eight steamboats have been seized by the city authorities for refusing to pay their wharfage in greenbacks. Each and every one of them had tendered city notes, which were refused in payment. Yesterday two of our regular packets were seized upon the eve of their departure, but were immediately bonded and proceeded on their way.

The Idahoe, Capt. Chas. A. Breard, leaves positively this evening, freight or no freight.

In our local columns will be found some further particulars in regard to the sinking of the A. G. Brown.

The officers of the Gov. Allen and Caroline have our thanks for favors.

The following extract from the Shreveport Southwestern is well worth the consideration of our merchants, particularly those doing business with the Red River country.

"*Direct Trade with the West.*—Owing to the niggardly policy of the moneyed men of New Orleans, Shreveport, in self-defense, has been compelled to open a direct trade with the West. Already three boats have arrived at our landing with full cargoes, and left on return with good trips. Three more steamers are on the way, two from St. Louis and one from Quincy, Illinois. New Orleans will soon lose the cream of this trade if she does not look out. Time will settle the question, but we fear New Orleans, with all her advantages, will find it out too late for her good. Western capital, energy, and enterprise are extending this way, and we would be fools if we did not accept the "present." We again say to New Orleans look out, or you will lose in a measure the trade of a country which ships 200,000 bales of cotton."

Two of the boats referred to in the above paragraph have arrived at this port from Shreveport—the Ida and Silver Spray—with large cargoes of beef. Strange that they did not go direct to St. Louis, isn't it (?) Yet, as we said before, this movement on the part of the Western cities should arouse our merchants to action, and they should leave nothing undone to secure exclusive control of the trade between this city and all the Red River country.

BOATS DUE JANUARY 7TH.

B. L. Hodge No. 2, Capt. Boardman, from Shreveport.
Nina Simmes, Capt. W. R. Greathouse, from Bayou Sara.
Frank Pargoud, Capt. White, from Vicksburg.
Mississippi, Capt. Green, from Memphis.
Agnes, Capt. Bassett, from Lower Coast.
St. Mary's, Capt. Carlton, from Camden.
Vicksburg, Capt. Work, from Trenton.
Nick Longworth, Capt. Kates, from Louisville.
Stonewall, Capt. Dowty, from Grand Ecore.

ARRIVED JANUARY 6TH.

Fort Gibson, Captain Woodburn, from Fort Smith.
Grey Eagle, Capt. Baranco, from Lobdell's Store.
Agnes, Capt. Bassett, from Lower Coast.
Louise, Hopkins, from Mobile.
Caroline, Johnson, from Carolina Bluffs.
Aloe, Capt. Woods, from Lower Coast.
Grand Lake, Williams, from Pittsburg, with 10 coal boats.
Silver Spray, Todd, from Shreveport.
For cargoes see marine column.

DEPARTURES JANUARY 6TH.

Agnes, Capt. Bassett, for Lower Coast.
Grey Eagle, Capt. Baranco, for Lobdell's Store.
Ada, Capt. Morgan, for Minden.
Tahlequah, Capt. Livingston, for Bayou Bartholomew.
Judge Fletcher, Capt. Phelps, for Jefferson.
Welcome, Capt. ——, for Camden.
Gov. Allen, Capt. Tobin, for Ouachita river.
Columbian, Capt. ——, for St. Louis.
Arkansas, Capt. Shaw, for Arkansas river.
Legal Tender, Capt. Roberts, for Louisville.
Sully, Capt. King, for Lafourche.
J. G. Blackford, Capt. Pickett, for Washington.
Aloe, Capt. Wood, for Lower Coast.
Wild Wagoner, Capt. Richardson, for Natchez.

DEPARTURES TO-DAY.

FRANK PARGOUD.—This magnificent passenger packet, (undoubtedly the finest boat afloat,) under command of Capt. Jim M. White, leaves at 5 P. M. to-day for Vicksburg and the bends. Mr. George Williams and his corps of able assistants, among whom will be found that old river favorite, Capt. Jos. Phelps, will be on hand ready and willing to attend to the wants of both passengers and shippers.

ANNIE WAGLEY.—Having been unavoidably detained from leaving last evening, this fine passenger packet, under command of Capt. Burton, will leave to-day at 5 P. M. for Washington and intermediate landings. Mr. M. Kenison, her clerk, and his courteous assistant, Mr. Jobin, will see that all freight intrusted to her is carfully attended to, and that nothing will be left undone to secure the comfort of her passengers.

LOUISVILLE.—This fine passenger packet leaves for Louisville at 5 P. M. to day, under command of Capt. J. A. Lusk.

MOBILE.—The Morgan line United States mail boat leaves as above to-day on the arrival of the 4 P. M. Pontchartrain cars.

LOTAWANNA FOR JEFFERSON—This fine, fast passenger packet leaves at 5 o'clock this evening for the above and all intermediate landings, under command of that careful and attentive officer Captain Jno. W. White. The Lotawanna is well known to most of our readers consequently we can say but little about her. Her first clerk, Mr. P. A. Work, will be found courteous and correct, whilst her larder, under charge of Commissary Maj. Thos. Sheridan, will be filled with the very best of viands, etc., offered by this or any other market. A well stocked bar also can be found aboard; in fact everything appertaining to a well regulated passenger packet the Lotawanna has.

IDAHOE—This well known packet, under command of Capt. Chas. A. Breard, leaves at 5 P. M. to-day for Camden. Mr. Isidore Haas, (formerly of the Tahlequah) has charge of her office. The Idahoe is a good boat, and her officers attentive and courteous gentlemen.

Shippers send down your freight early, as the Idahoe leaves to the minute.

DORA—This fine sidewheel packet, under command of Capt. Lodwick, leaves for Jefferson and Shreveport at 5 P. M. to-day.

NATIONAL.—This fine, A1 passenger packet leaves positively at 5 P. M. to-day for Shreveport and all way landings. Capt. Rich Sinnott, her worthy commander, will be found on hand, and that ever courteous gentleman, Mr. Florence Findren, will leave nothing undone to secure the comfort of passengers. Hurry down your freight, as Capt. Sinnott waits neither for time nor tide—but hold, he does wait for time, for as the hour hand mark touches the figure V upon the clock dial, he rings his last bell, and in a few minutes afterwards turns the prow of his fine packet up stream.

FROM OUR EXCHANGES.

River rose one foot yesterday. It is unvexed by a single speck of ice. Navigation is as good as at any time during last year, southward, with seven feet water on the bars to Cairo. It is believed the Illinois is open to Peoria. The weather is that of spring. Navigation to Keokuk promises to be a thing of to-morrow. We doubt not the heavy rains and mild weather have about opened the Missouri likewise to commerce. Freight was offered for the South quite lively yesterday. The City of Alton, with a fine load, leaves this morning for New Orleans. Towboat Bee and towboat Farrow are ready, or nearly so, to sail with full tows for New Orleans. The Cape Girardeau packet has resumed business, and Vicksburg packets are in the field. The barge company's wharfboat was taken on Thursday to the Caron delet marine ways for repairs. Office of the company at present is at northeast corner Walnut and Commercial. Their boat, the Bee, may leave today with three heavily loaded barges. The Bee is just off the Carondelet ways. She has two thousand tons altogether, on barges and engaged.—[St. Louis Democrat, 4th inst.

The Mary Davage and barges arrived from Pittsburg. She was aground four days at Buffington. She discharges 6000 kegs nails here, and has 800 tons for New Orleans, including 10,000 kegs nails. Capt. James Shedden, one of the most clever and popular gentlemen on the river, is in command. The Mary will leave for New Orleans to-morrow, and in the meantime will be receiving freight at the foot of Ludlow. The Silver Spray, one of the best and most expeditious boats in the regular New Orleans packet line, arrived yesterday, and will be the Wednesday packet out. Capt. James Patterson commands, with Mr. Bart Patterson in the office.—[Cincinnati Enquirer, 4th inst.

Weather clear and pleasant. The river here is rising fast. The Ohio is falling at Louisville, with six and a half feet in the canal. White and Arkansas rivers are rising rapidly, with a good stage in each. Captain Gross purchased yesterday of Messrs. Kendig & Co., the steamer Dan Able. Terms private. She is destined to ply in the New Orleans and Bayou Sara trade, making tri-weekly trips. The Dan Able, in charge of Capt. Gross, will come to the wharf to-day to receive for New Orleans, and will leave this evening at 5 P. M. Aleck Waddell, who is well known in the trade, and a No. 1 clerk, will have charge of the office, assisted by Billy Green. Business on the wharf yesterday was inactive. Though there was a good list of boats in port, there was no perceptible movement in cotton. The Richmond left Louisville Sunday morning for New Orleans, and will be here on Wednesday evening.—[Memphis Avalanche, 5th inst.

The steamer Ingomar sunk yesterday, about four miles above this city, while on her way to Pittsburg. She had a pretty full cargo of freight, and several passengers on board. No lives were lost. She lies in an exposed position, and should there be a freshet, will probably go to pieces. We could not ascertain whether she was insured or not, but presume she was, as that precaution is now almost universally taken by the owners of such property. The Storm No. 2 passed down an hour or two after the accident, and her captain received in answer to an inquiry as to the cause, that the unfortunate boat had struck a snag which had run entirely through her hull. She went down in a few minutes, the water covering her lower deck. It will be remembered that the Ingomar met with a similar misfortune last summer when running between this city and Pittsburg.—[Wheeling Intelligencer, 1st inst.

It is seldom that such delightful weather is experienced on the 3d day of January as we can record of yesterday. It was a May day.

Business was very brisk on the landing on Saturday. Southern bound boats received freely all day. The wharf was in miserable condition on account of the depth of mud. Great care and expense were necessary to prevent damage to freight. Rates to New Orleans may be quoted at 35, 50 and 60 cents by steamer, and 5 cents less by the barges. Whether the presence of two outside boats and barges will have the effect of reducing rates this week, we are not now able to say, but five boats, receiving at the same time, and a big river, are causes that naturally lead to such a result. These causes should be promptly met by an arrangement between the boats to maintain rates. We hope there will be no cutting.

The river is swelling rapidly here. During the forty-eight hours ending at 6 o'clock last evening it rose 10 feet. At that hour there were 31 feet in the channel, and 71 feet under the suspension bridge. There is no ice in the river here now. Monongahela is reported falling all the way down, and Allegheny rising. An early break of the ice in the latter stream is anticipated, but it will soon disappear.

The Westmoreland left here for New Orleans Wednesday night, with a full cargo. At 8 o'clock Friday night, while hunting a landing in the fog, five miles above Cloverport, she struck a rock, staving in her starboard side twenty-five feet aft of her stem, breaking six or eight timbers short off, about eighteen inches above the knuckle, the side being forced in two or three inches. Before the hole could be reached she shipped two feet of water. The hole was partly closed, and pumps kept her afloat, keeping about even with the leak. Fearing to get out of fuel she proceeded to Evansville under slow bells, the pumps being kept constantly at work. Capt. Rusk entered protest at Evansville, and will probably unload, as he deemed it dangerous to proceed. The Westmoreland had, when she left here, 150 hhds. bacon, 140 pkgs. butter, 140 bbls. pork, 335 kegs pigs' feet, 1225 bbls. and 75 half bbls. whisky, 70 tierces and 75 boxes bacon, 35 bbls. beef, 200 kegs and 400 tierces lard, 200 boxes cheese, 175 bbls. flour, 450 bbls. apples, 550 bbls. potatoes, 30 bbls. peas, 225 half bbls. beer, 100 bbls. onions, 20 bbls. eggs, 175 boxes soap, 20 bbls. vinegar. Nearly if not quite all the above freight was in the hold. From the fact that underwriters on cargo here have been notified by telegraph, we presume that much of he above freight is damaged, and that the Westmoreland will reship at Evansville. The boat was on the docks last spring, and her hull was good.—[Cincinnati Gazette, Jan. 1st.

Marine Intelligence.

CRESCENT OFFICE, No. 93 CAMP STREET, Thursday, January 8, 1869.

Cleared Yesterday.

Steamship Alliance, Clapp, for Havana via Florida Ports. F W Perkins &co
Steamship Mexico (Br), Pittfield, for Havana, Goldenbaw & Kelley
Ship Zimi (Br), Woodworth, for Liverpool, Wheeler, Shepherd &co

Arrived Yesterday.

Bark Franklin (Nor), Hassell, from Liverpool 6th Nov., to master—Point
Schr Gabriel Aime, Variani, from Jefferson Parish, to master—2d district 7
Schr Frederic II, Gazano, from St James Parish, to master—2d district 7
Schr Frederic II, Gazano, from English Turn, to master—2d district 7

TOWBOATS.

Beaney, Riddle, from the Passes—towed down and to sea 2d inst. schr W L Burroughs—up light

STEAMBOATS.

Caroline, Johnson, from Carolina Bluff
Annie Wagley, Burton, from Washington
Fort Gibson, Woodburn, from Fort Smith
Grey Eagle, Baranco, from Lobdell's Store
Agnes, Bassett, from Lower Coast
Aloe Wood, from Lower Coast
Hunter, Jeanfreau, from the Jump
Crescent, Evridge, from Lower Coast
Louise, Hopkins, from Mobile
Sarah, Murray, from Mobile
Silver Lake, Todd, from Shreveport
Grand Lake, Williams, from Pittsburg, with 10 barges

ARRIVALS AT THE OLD BASIN.

Schr Emelie, from Tchefuncte
Schr Victoria, from Blind River
Schr Camelia, from Bayou Lacombe

ARRIVALS AT THE NEW BASIN.

Schr Rebecca, from Tchefuncte
Schr S S Webb, from Wolf River
Schr Ann McQuinn, from Tangipaho

Below Coming Up.

Ship Maud, Abernathy, from Liverpool via Mobile, to Ashbridge, Smith &co—Cargo 6000 sks salt
Ship Wm Cummings, Miller, from Aspinwall 19th Dec., to R R Decan
Brig Edith Hall, Snow, 25 days from Rockland, Me., to Thornkike & Norton
Bark Johannes, Klockgeter, from Bremen 8th Nov., to E F Stockmeyer—
Schr Hattie Baker, Fuller, 18 days from Boston, to master—Cargo 320 tons ice C C Ice Co
Schr John S Harris, Breen, from Newport, Wales, Oct. 23d, to Meeker, Knox &co—
Schr Joe Kelley, ——, from Turks Island, to Goldenbow & Kelley—
Schr Cecelia, Cary, 9 days from Tampico, to J Macheca &co
Schr Linda, Sbisa, 8 days from Ruatan Island, to M Pargro
Schr Virginia Price, Blanchard, 20 days from New York, to master

Below Waiting Orders.

Ship Tweedsdale, Nicol master, from Liverpool, in ballast

Memoranda.

By a dispatch to A Moulton, agent, we learn that the steamship Cortes, Capt Nelson, hence, arrived at New York yesterday morning.

DOMESTIC PORTS.

Boston, Dec. 28.—Arrived from Galveston, ship Forest State, Shute; sailed for Galveston, bark Navassata, Haskell.

New York, Dec. 30.—Arrived from Galveston, bark King Bird, Crowley; 31st, cleared for Corpus Christi, schr Wenonah, McFarland. Arrived from Galveston, steamship Wilmington, Cole.

FOREIGN PORTS.

Cardiff, Wales, Dec. 16.—Sailed for New Orleans, ship Mozart, Smith; 17th, loading, steamship Pacific, Hunter.

Falmouth, Dec. 18.—Sailed for Galveston, ship Rob Roy, Briard.

Havre, Dec. 17.—Arrived from New Orleans, ships Union, Austin, and Pacific, Foss.

Liverpool, Dec. 16—Arrived from New Orleans, ship Jas Rennie; 18th, Tasmanian; Davis. Cl'd for Galveston, steamship City of Dublin, Evnon; for New Orleans, ships Granton, Cromwell, and Victory, Cushing; for Galveston, ship Rhea, Buckholtz.

Messina, Dec. 11.—Sailed for New Orleans bark Caprera, Patterson.

Newport, Wales, Dec. 17.—Sailed for New Orleans, ship Milbank, Smith.

Queenstown, Dec. 17.—Arrived from New Orleans, ship Victoria, Woolston, bound to Liverpool.

Exports.

LIVERPOOL—Ship Zimi—2401 bales cotton 4800 staves 36 hhds tallow 33 tcs do 5249 sks corn

HAVANA—Steamship Mexico—1725 bbls flour 150 tcs lard 50 tcs hams 100 sks corn 50 bbls onions 225 pkgs mdse

HAVANA AND FLORIDA PORTS—Steamship Alliance—Havana—300 bbls flour 100 bbls potatoes. For Pensacola—684 bbls flour 39 bbls whisky 30 bb's potatoes 149 bales hay 308 sks corn 148 sks oats 150 sks salt 14 bags coffee 14 hhds sugar 200 pkgs mdse

Imports

LIVERPOOL—Bark Franklin—6781 sks salt to order

TAMPICO—Schr Jacinto—15 doz hats $4700 in specie lot fruit F Camerden

HOG ISLAND—Schr Brazos—$2750 50 specie S Fernandez—sundries to order

MOBILE—Steamer Sarah—16 bales cotton to Marx, Levy &co—21 bales domestics to Lehman, Newgass &co—52 bbls rosin M J Smith—38 pkgs tobacco Calloway & Johnson—24 bdls paper N O Times—sundries to order

MOBILE—Steamer Louise—0 bales cotton to Marx, Levy &co—2 Jno T Hardie &co—16 bales domestics Hunt & Macaulay—86 pkgs tobacco to Calloway & Johnson—15 bales 8 pkgs rope Lehman, Newgass &co—25 bdls paper Stevens & Seymour—10 sks cotton seed C A Whitney &co—sundries to order—Total 11 bales cotton

LIVERPOOL—Ship Perseverance—63 cks mdse 22 cks chains C T Buddecke &co—13 do Cochran & Servy—139 crates earthenware 14 hhds do D L Ranlett—4 crates earthenware Mrs X Gauche—16 cks chains 113 anvils J W Burbridge &co—669 bdls iron ties 8 cks do B Schroeder &co—3 cases iron doors A Thompson &co—51 crates earthenware 2 hhds do Frank, Stratton & Hirsch—246 bbls bottled ale 14 cases do S Wolff &co—120 bxs glass Pettes & Leathe—20 crates earthenware to Huntington & Brooks—290 bdls iron bands G L Laughland—14 cases thread 1 bale do Seig & Krug—22 crates earthenware E & J Willetts &co 9 do A Bertul &co—630 bxs tin plate Excelsior Mfg Co—8 bales do O Bercer &co—4 chains 18 cks do 26 cks hardware 4 cases do Slocomb, Baldwin &co—125 bdls iron B J West—2 hhds earthenware 44 crates do Levi & Navra—6 anvils 12 cks earthenware 35 cks chains 50 tons pig iron 46 cks soda ash 793 bxs tin plate 100 drums caustic soda 400 kegs biscuit soda 100 bbls soda crystals 2229 sks salt to order

Receipts of Produce.

CAROLINA BLUFFS—Steamer Caroline—144 bales cotton H W Farley &co—83 Sentell & Prather—83 J W Burbridge &co—55 J S Copes—63 Spyker & Sandidge—52 Speake & Buckner—51 to Jno Chaffe & Bro—49 Payne, Huntington &co—48 Jno Phelps &co—45 to Perkins, Swenson &co—33 Jos Hoy &co—24 Kirkpatrick & Keith—19 Richardson & May—10 R L Walker—6 Aymar &co—6 McDowell & Nugent—7 Rawlins & Murrell—10 to Fellowes, Ferguson & Hervey—38 Moore & Simmons—2 Jennings, Gates &co—5 T & S Henderson 126 bbls beef hams E H Wilson & Son—20 do 10 tcs do 11 hf hhds do 7 bbls tallow W Sneek—24 bb's beef hams 11 tcs do 110 bdl hides Jno E King 5 bales hides 1 bale peltries 9 hides 2 bbls tallow 1 bx tallow and beeswax W F Witherell—171 sks bois d'arc seed Jos Hoy &co—sundries to order—Total 833 bales cotton

WASHINGTON—Steamer Annie Wagley—79 bales cotton Payne, Huntington &co—32 B L Millandon—29 Marx, Levy &co—26 Bloch Bros—20 Nalle & Cammack—12 Renshaw & Cammack—11 Beraud & Gibert—11 C H Mouton &co—10 N C Gullett—6 P Maspero &co—5 J W Burbridge &co 4 J L Couret—4 R Flower—3 A Tertrou &co—3 J C Denis—2 Penn, Pace & Nixon—2 Warren, Crawford &co—1 Stewart & McCarty—1 R Mc Dowell—1 Nelson, Lanphier &co—1 Blanchin & Giraud—100 hhds sugar J I Adams &co—42 do 171 bbls molasses Payne, Huntington &co—44 hhds sugar R Hare—17 do P Maspero &co—1 bbls molasses Renshaw & Cammack—1 hhds tobacco to Avet & Cambon—40 sks corn P Casse—10 do Dr J N Folweie—10 do Nalle & Cammack—56 sks cotton seed Bloch Bros—11 do S G Fairchild—9 hides Payne, Huntington &co— sundries to order—263 bales cotton 202 hhds sugar 172 bbls molasses 1 hhd tobacco

FORT SMITH—Steamer Fort Gibson—159 bales cotton Adams, Cockburn & Howe—91 Bussey &co 84 Violett, Black &co—81 Campbell & Strong—66 M Greenwood & Son—19 Ober, Atwater &co—37 J R Powell—34 Jno Phelps &co—14 Wm Creevy—18 Lehman, Newgass &co—3 T H & J M Allen &co 13 Alcus, Scherck & Autey—1 Boyd & Martin—8 Jno Chaffe & Bro—4 W J Frierson &co—4 J M Levois—3 M Musson &co—6 W J Robson—8 Waddy, Thompson &co—8 Stewart, Galbraith & Fizer—1 lot staves Campbell & Strong—sundries to order—Total 659 bales cotton

LOBDELL'S STORE—Steamer Grey Eagle—4 bales cotton Hilliard & Levy—2 Toledano & Thornhill—25 hhds sugar J S Wallis &co—12 do Oalomb, Brooks &co—7 do J I Adams &co—21 do 115 bbls molasses Bouligny & Esclapon—63 do E K Converse—48 do 12 hhds sugar A Thibaut—19 do 65 bbls molasses Millikin & Bringier—35 do 61 bbls sugar P Maspero &co—64 bbls molasses R Brugier 48 do J E Villavaso—48 bbls rice E Dupre—42 do Bouligny & Esclapon—sundries to order—Total 6 bales cotton 157 hhds sugar 438 bbls molasses

LOWER COAST—Steamer Agnes—22 hhds sugar 40 bbls molasses C Kohn—35 do Hy Tete—30 do 8 hhds sugar Dymond & Lally—30 do Blanchin & Giraud—18 do H F Given—18 do C Millandon—10 do Millikin & Bringier—12 do W H Vredendurg 61 bbls molasses A Rochereau &co—30 bbls sulphur Chaffraix & Agar—125 sks corn A Socola—2 bbls sugar 1 bbl syrup C M Garen—1 do 1 bbl sugar G A Clark—1 do Young—1 do J Armstrong sundries to order—Total 118 hhds sugar 166 bbls molasses

LOWER COAST—Steamer Aloe—47 hhds sugar Chaffraix & Agar—20 do J A Fernandez—30 do B Johnson—25 do H F Given—20 do R Beltram—82 bbls molasses Blanchin & Giraud—56 bbls rice to J David—9 do A D Salvant—59 sks rice John De Blois—sundries to order—Total 142 hhds sugar 82 bbls molasses

SHREVEPORT—Steamer Silver Lake—500 bdl hides 115 tcs beef 48 bbls do 36 bbls tallow 23 tcs do Jno E King—35 bbls beef 73 tcs do Jno Phelps &co—139 head stock McQuoid & Mehle—sundries to order

LOWER COAST—Steamer Crescent—25 bbls whisky Hempstead & Rickey

THE JUMP—Steamer Hunter—4 bbls sugar Martin & Johnson—4 do Penaud & Fellon—38 sks sweet potatoes 9 sks rice and sundries to order

JEFFERSON PARISH—Schr Gabriel Aime—40 hhds sugar 90 bbls molasses and sundries to order

ST JAMES—Schr Frederic II—30 hhds sugar 115 bbls molasses G W Byrne &co—

ENGLISH TURN—Schr Frederic II—77 bbls molasses Blanchin & Giraud—sundries to order

PITTSBURG—Towboat Grand Lake and barges 225 000 bushels coal G F Miller

TCHEFUNCTE—Schr Emelie—20 cords wood to order

BLIND RIVER—Schr Victoria—56,000 shingles to order

BAYOU LACOMBE—Schr Camelia—30 cords wood to order

TCHEFUNCTE—Schr Rebecca—450 bbls sand Baxter & Wilson

WOLF RIVER—Schr S S Webb—650 bbls rosin E Blessy—

TANGIPAHO—Schr Ann McQuinn—650 bbls shells H McQuinn

Receipts by Railroads.

N O, O & G W—Jan. 6.—122 bbls molasses Renshaw & Cammack—36 do G Sabatier—73 do J I Adams &co—23 do R Hare—13 do Planche & Wiltz—50 do Lafitte & Dufilho—7 do Jno Chaffe & Bro—40 do 53 bbls sugar Hy Tete—50 do Lapene & Ferre—8 bbls molasses 20 bales cotton Bouligny & Esclapon—13 do J W Burbridge &co—11 do Beraud & Gibert—7 do A Tertrou &co—1 do DeBlanc & Beer—26 hhds sugar Dymond & Lally—15 do P Jupavy &co—6 do J Williams & Son—1 do hf bbl molasses Mazera & Cherot—1 bdl skins J M Walsh 111 head stock McQuoid & Mehle—56 do J D Bell &co—52 do Pascal & Serratt—sundries to order—Total 52 bales cotton 48 hhds sugar 272 bbls molasses 103 bbls sugar

N O, J & G N—Jan. 6.—30 bales cotton to W J Frierson &co—1 J & G Cromwell—3 M Musson &co—1 Sammers & Branins—17 R Nugent—3 Dickman, Hill &co—4 Meyer, Deutch & Weis—2 W J Robson—24 W B Tompson—3 C S Whitcomb 46 R L Adams & Son—10 T H & J M Allen &co—2 Britton & Moore—6 Hunt & Macauley—1 J J Michie—8 Jennings, Gates &co—3 Barrett & Lesassier—4 Roby, Harvey &co—6 J R Powell—2 to C Clinton—11 Richardson & May—6 N C Gullett—14 Payne, Huntington &co—8 J P Harrison & Son 7 Lacey, Terry &co—6 to Jno T Hardie &co—2 Clapp Bros &co—2 Battle & Noble—4 H F Given 3 Warren, Crawford &co—28 M Hiller &co—10 to Alcus, Scherck & Autey—5 W A Johnson &co—3 Owen Bros—5 head stock G G Gordon—5500 feet lumber Wm Grant—4000 do B F Taylor—22 sks cotton seed Britton & Moore—154 pkgs iron Folger &co—sundries to order—Total 296 bales cotton

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. Howes.....L. C. Harris....Austin.
St. Mary.....Agnes.....Harlan.
Alabama.....Crescent.....Morgan.
Clinton.....Josephine.....Matagorda.

Clinton,
W. T. BECKETT, Commander,
Will sail from foot of St. Joseph street on FRIDAY, January 8th, at 8 A. M.
For freight or passage apply to
CHAS. A. WHITNEY & CO., Agents,
50 and 52 Camp street.
Freight insured at one-half the rates adopted by the Board of Underwriters July 1st, 1868.
N. B.—No bills of lading signed after sailing of the steamer

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

Passengers take the Ferry Boat opposite Jackson Square, on SUNDAYS, TUESDAYS, THURSDAYS and SATURDAYS, at 7½ o'clock A. M., and the train leaving the Algiers Depot at 3 A. M., arriving at Brashear City at 12 M., taking the Morgan Line Steamships at Brashear for Galveston

Josephine.....CAPT. J. N. LEWIS
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SUNDAYS AND THURSDAYS.

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Leaves on SATURDAY, January 9th, at 3