[CONTINUED FROM FIRST PAGE.]

object of the Senate in not meeting to-day, as more than a quorum was in the city

The Senate and House are to count the vote cast at the late election. It will probably be done this week, and the new officers installed.

Governor Lindsay, Senators Warner and Spencer, Congressman Hays, and other prominent politicians are in the city.

GALVESTON, November 21.—Captain Coombs, of the brig Ellen Bernard, from New York, states: October 26, sailed from New York; when four days out, latitude 32° 22' longitude 73° 11', fell in with the schooner Morning Star, of Richibucto, New Brunswick, dismasted and full of water. We sent a boat to her and took off William Eddey, cook and steward, who reported having been on the wreck nine days with nothing to eat or drink, except cocoanuts. Captain Mathias Bell was washed overboard at the time the schooner capsized, also John Bell, the mate, and three seamen—William Bell, Mark Hutchin and William Quinn, all belonging to Richibucto. The schooner sailed from Cape Hayti, fifteenth of October, bound for Boston, with a cargo of logwood, hides and coffee.

SAN FRANCISCO, November 21.—The latest election returns from Nevada make the Assembly a tie, and gives the Senate a Republican majority of three.

The election of delegates to the Legislative Council in British Columbia was held on the fourteenth instant. The Victoria candidates are pledged to the Dominion scheme, which will be successful.

EVANSVILLE, IND., November 21.—A fire was discovered on the steamer Norman at half-past four o'clock this morning. She was cut loose and with the steamer Pine Bluff floated in the stream and was burned to the water's edge. While burning she floated against the steamer City of Evansville and destroyed her. Humphrey, Lewis & Co's. wharfboat, with a large amount of freight, was also destroyed.

The Norman, which was nearly new, was valued at $150,000, and insured for $10,000. The Pine Bluff was valued at $90,000, and insured for $4500. The City of Evansville was valued at $70,000, and insured for $25,000. Humphrey, Lewis & Co.'s wharfboat was valued at $10,000, and insured for $6000. There was a large amount of freight on the wharf-boat and the City of Evansville, almost all of which was destroyed.

River Intelligence.

SOUTHWEST PASS, November 21, 6 P. M.—Barometer 30:05. Wind northwest and blowing hard.

No arrivals.

Sailed: Steamship Gettysburg.

VICKSBURG, November 21.—Passed up: Silver Lake No. 4, at 9 last night; Kilgour at 12 M. Down: Julia at 10 A. M. Heavy storm of wind, rain and hail last night. Raining all day.

MARKETS.

Domestic Markets.

NEW YORK, November 21, Evening.—Cotton opened strong, but closed weak; sales to-day, 4800 bales; middling uplands 16¼c. Flour: State and Western 10c lower; superfine $5@5 30; Southern dull and lower; fair extra $7@6 40. Wheat heavy and settled, at 2@3c lower; winter red and amber Western $1 42@1 45. Corn 1c better, and in good demand: new, 84@87c; old, 88@91c. Beef steady. Lard nominally lower, at 23½@24c; steam 13½@13¾c. Whisky dull, at 86½@87c. Groceries quiet and steady. Turpentine firm, at 46c. Rosin inactive. Tallow heavy, at 8½@9¼c. Freights a shade easier.

CINCINNATI, November 21.—Cotton firm; demand fair; middling 15¼c. Flour quiet and weak; family $5 80@6. Wheat in light demand, but holders firm; $1 17@1 20. Corn 48@50c. Rye 78@80c. Oats 40@41c. Pork quiet and weak; mess pork $21 50. Lard in light demand, but holders firm. Bulk meats, full prices asked, but nominally unchanged. Hogs in fair demand and higher; $6 60@6 75. Green meats steady; shoulders 6¼c; sides 9c; hams 11c. Hogs net 8¼c. Tobacco firm and fair demand, sales to-day 40 hhds at $6 75@24 25. Whisky 82@83c.

ST. LOUIS, November 21.—Flour unchanged. Corn declining, at 67@70c for mixed to white. Whisky steady at 85c. Tobacco irregular. Hemp held at $2 40@2 50 for undressed. Bagging retailing at 28½c. Provisions easier. Bacon: shoulders 13½c for old; clear sides, new, 18½c. Lard quiet.

Foreign Markets.

LONDON, November 21, Evening.—Consols closed at 92¾. Bonds 88. Tallow 43s 3d. Turpentine 31s.

LIVERPOOL, November 21, Evening.—Cotton closed steady; uplands 9⅜d; Orleans 9¾d. Sales to-day 12,000 bales, of which 3000 were for export and speculation.

HAVRE, November 21.—Cotton closed inactive. All kinds of business paralyzed.

FRANKFORT, November 21, Evening.—Bonds closed quiet; five-twenties of 1865, 93½.

[Yesterday's Evening Dispatches.]

WASHINGTON, November 21.—It is intimated in semi-official circles that Russia and Prussia will invite the United States to a Congress of Powers. Naturalization and navigation questions make her co-operation and consent important if not necessary.

LONDON, November 21—The *Independence Belge*, in a despondent article on the Eastern question, expresses fear that war is inevitable, and that all the great powers will have their armies in the field before January.

The *Times'* city article this morning intimates that the restoration of Napoleon is on the cards.

The *Post* denies that Italy has refused to join England and Austria in opposition to Russian pretensions.

It is rumored here that Vondertaun has been relieved from command, on account of recent disasters to his army.

BRUSSELS, November 21.—The Belgian troops have been recalled to the position they occupied before the war. The frontier, however, is well guarded.

TOURS, November 21.—General Bourbaki goes to Nevers to take command of the eighteenth army corps.

It is reported here that Napoleon has written to members of the provisional government urging continued resistance to any proposition ceding territory.

PRAGUE, November 21.—*Politik*, the Scandinavian organ, says: The Sclaves are utterly opposed to a war with Russia. Other journals say that the entire Sclave race sympathize with Russia's designs.

ST. PETERSBURG, November 21.—The *Boren Zeitung* says Turkey has assented to the annulment of certain stipulations of the Paris treaty.

The war feeling throughout Russia is ardent.

Ignatieff returns to Constantinople with full and particular instructions from the imperial government.

VIENNA, November 21.—The excitement concerning the Eastern question continues unabated. Official circles believe that at least the moral support of the United States will be thrown in favor of Russia.

[Sunday's Dispatches.]

NEW YORK, November 20.—The receipts from the French fair during the first four days were thirty-five thousand dollars. The fair will realize about one hundred and fifty thousand dollars.

The fair in aid of the Methodist Episcopal Aged Home, which closed last night, realized twenty thousand dollars.

The steamship Cambria, which arrived yesterday, brought two thousand balloon letters from Paris.

Arrived: The South Carolina, Bienville, Meade, Saratoga.

A *Tribune* special from St. Petersburg says that Gortschakoff's letter was presented simultaneously at London, Vienna, Constantinople, Florence and Tours on Wednesday last.

A *World* special, dated London 20, from Berlin, says B. R. Russell has received assurances from Bismarck that there is no private understanding between Russia and Prussia. On the Black Sea question he asserted that Russia has declared her willingness to grant very extensive military furloughs to allay the uneasiness of the people.

NEW YORK, November 20.—The cotton movement for the week shows a decrease in the receipts, but a marked increase in exports. Receipts at all ports for the week, 122,183 bales, against 132,065 last week, 106,406 the previous week, and 85,935 three weeks since. Total receipts since September 1, 799,229, against 703,874 last year, showing an increase of 89,355 bales. The exports from all ports for the week, 87,655 bales, against 45,510 for the corresponding week last year. Total exports since September 369,968, against 305,010 last year. Stock at all the ports 342,507, against 272,000 last year. These figures show a steady accumulation of cotton at the sea ports. Stocks at interior towns 58,510, against 61,296 last year. Stock in Liverpool 408,000, against 420,000 last year. Amount of American cotton afloat for Great Britain 169,000, against 100,000 bales last year. Amount of Indian cotton afloat for Europe 198,006, against 237,000 last year. Advices from the South during the week generally report favorable weather for picking.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, MONDAY EVENING, November 21, 1870.

WEATHER, BUSINESS, ETC.—Yesterday was a most emphatically mean and dreary day. Sunday evening it began raining, and up to the time of writing, it has not ceased. It was a drizzling rain, accompanied by a cold northeast wind. Everybody you met with looked the picture of discomfort, and umbrellas and overcoats were by no means proof to the attacks of the dreary weather. On the landing it was most particularly noticeable. Numbers of large and heavily laden steamers were lying at the wharf waiting to discharge their cargoes, but were unable to procure the necessary force of labor to accomplish their object. Even the day laborers, whose necessities compel them to work in sunshine or storm, were averse to labor yesterday, and the consequence was that not only were the arriving steamers unable to discharge their cargoes, but those announced to leave were compelled to defer their departure until to-day, or until more propitious weather.

The arrivals were numerous, and the packets from the West brought in large cargoes. The Mary Houston, from Louisville, had 6776 packages of miscellaneous freight, and 190 head of stock, besides a goodly trip of people. The W. R. Arthur, from St. Louis, brought in 15,659 packages of produce and other freight inclusive of 6000 barrels of flour. The Wade Hampton had a good trip in. The Robert E. Lee had a large trip of cotton, over 4000 bales. The Fontenelle, from Red river, had a small trip of cotton and considerable stock.

The departures were few, owing, as we have stated, to the condition of the weather. The Wade Hampton was unable to leave, though her freight orders were large. Steamboats have not only lack of freight to contend with, but coal at this port has been advanced to ninety cents per box. "How's that for high?" "It never rains, but it pours," says the adage, and in this instance we believe it. Low rates, no freights, and high fuel.

MISCELLANEOUS ITEMS.—Captain Henry Brolaski is again a welcome visitor at our wharf, in command of his fine steamer W. R. Arthur. The Captain tried to abandon active river life, but, like many others, was too popular to do so. He was warmly welcomed back to our wharf, despite the chilliness of the weather.

Mr. Larry Entler, a well known river clerk, was a passenger down on the Arthur. Mr. Entler is a famous jokist, and has grown "phat" at the business.

The damages in the collision between the Wild Wagoner and the Nick Longworth, are to be settled by arbitration, so we understand. Of course there will be numerous suits instituted against insurance companies for damages sustained by freight thrown overboard from the Longworth, and we suppose the insurance companies will not stand arbitration, but will look to the boats for settlement of losses on freight.

The Enterprise has erected her new chimneys and is again ready for business.

The Bismarck, from St. Louis, is due tomorrow with a large trip.

Captain Mic Cox's new Arkansas river packet is to be named the Oceanous.

The Dexter was launched at Mound City on Wednesday last. She will go to St. Louis and from there load for New Orleans.

Captain Hutchison informs the Winona *Republican* that he expects to run the Alex. Mitchell from St. Louis in the Southern trade during the winter.

The Wicks, Glasgow and Mollie Moore will follow the Charles Church to New Orleans, one at a time from St. Louis. They will load in the course of the week. The Church left on the eighteenth.

The Glasgow will load for New Orleans from St. Louis before going into the Ouachita river trade.

Captain John A. Robinson, superintendent of the Green and Barren River Packet Company, contracted yesterday with Captain Dan Richards for a towboat of the following dimensions: Length one hundred feet, twenty feet breadth of beam, three and a half feet hold. This boat is to be completed by the fifteenth of January, and will be used in towing in the Green and Barren rivers.

Mr. George A. Clark, of Memphis, has been appointed steamboat hull inspector, vice Robert Good. Mr. Clark received his commission last week.

The new tugboat John John A. [Wood is pronounced to be in all respects one of the finest boats in the western country. It is said that her cost will fall little short of $80,000.

The capacity of the Mollie Ebert has been increased from 650 to 1000 tons by the addition made to her, and she draws seven inches less water now than before.

FOR LOUISVILLE.—The fine passenger steamer Mary Houston, possessed of all the comforts a passenger could desire, leaves here on Wednesday at 5 P. M. for Louisville and way landings. Capt. L. B. Dunham has command, and Mr. H. H. Walker is chief clerk.

FOR ST. LOUIS.—Captain Harry Brolaski having again taken command of his splendid steamer W. R. Arthur, positively announces her to depart on Wednesday at 5 P. M. The Arthur is one of the regular New Orleans and St. Louis line steamers, and will leave punctually.

FOR FORT ADAMS AND THE COAST.—The wide-awake Captain Libano will back out the Wade Hampton this evening, at five o'clock, for the above landings. The Hampton was detained yesterday by stress of weather, but will be punctual in her departure to-day.

FOR RED RIVER.—The Fleta, in the Kouns line, departs for Coushatta and way landings on Red river to-day, at 5 P. M.

FROM OUR EXCHANGES—*St. Louis.*—Low water navigators may take comfort. The river is steadily falling. Rates are about to take an upward movement, as large carrying boats will shortly be unable to carry large cargoes. We hope that when that time comes it will be found necessary and profitable to start out all the tonnage that is now lying idle for want of business, and whose owners either need or would have no objection to the realization of a few thousand dollars. Packets are all right in the Keokuk trade, but above that point river commerce is rapidly subsiding. Ice running past Dubuque yesterday. Five steamers still ply in the Missouri. The Illinois is too low for general navigation. The Ohio will not play an important part this year in the matter of steamboat commerce. That stream steadily falls, and has only twenty inches of water in the chute over the falls. Major Shepard, a business man, believes that the winter will be mild. Per contra, it is the conviction of Captain I. M. Mason that it will be severe. We are of the opinion that navigation from this port South will not close at all.—*Democrat* 18.

This paragraph we copy from the New York *Tribune:*

Miss Mary Louisa Boree is on record as the first young woman of pure African descent graduated in New Orleans as a teacher. Her age is stated as between seventeen and eighteen years, and her accomplishments as of a high order. The elevating effect of the educational advantages which the intelligent colored people of the South are making every effort to secure, is already manifest in social as well as political improvement. Their "best society" will at least be well educated, and their sons and daughters have probably already acquired more thorough school-knowledge than those of their white neighbors, though they may not read "Proverbial Philosophy," or quote the poet who describes "sweet girl-graduates in their golden hair."

A gentleman taking his morning walk on the Fitchburg railroad, near Boston, thought he felt something touch him from behind. The coroner's inquest decided that it was a locomotive, propelling a train of freight cars, that brushed him off the track.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, MONDAY EVENING, November 21, 1870.

We have no material change to report in the money market. The street rates are still 1@1¼ per cent per month for A1 notes secured by unquestionable collaterals; 1½@— for second grade do, and 1½@2 for A1 business paper without collaterals. Mortgage notes rule at 9@11 per cent and 12@14 for second class.

Gold opened at 111½@111¾ (against 111½ at New York), and closed at 111⅜@111⅞ (against 111⅜). The sales included $30,000 at 111⅜@111½, $30,000 at 111½, $3000 and $30,000 at 111⅜, $20,000 at the same, $5000, $10,000, $10,000 and $15,000 at 111¾, and $2500 and $7000 at 112.

Nothing reported in silver.

Foreign exchange was unsettled by the decline in gold and bills at New York, and the market gave way fully ⅛@¼ cent. The movement was moderately fair, the sales of sterling embracing about £55,000, of which £8000 clear at 119⅞; £7000 at 119⅞@120¼; £1500 at 120; £9000 A1 bill of landing and clear at 120⅛@120 5-16; £10,000 bill of lading at 120⅛@120⅜; £4000 clear at 120¼@120⅜; £1500 A1 clear and £5000 A1 bill of lading at 120½, and £6000 do at 120½@120⅜. Sterling may now be quoted at 119¾@120¼ for good to A1 bill of lading and clear, and 121¼@121¾ for bank.

Domestic exchange continued steady. The bank rate for sight drafts on New York in small sums, was still ¼ per cent discount, and the sales included $10,000, $10,000, $20,000, $20,000, $20,000 and $20,000 bank sight on New York at ⅜ discount, $4000 private bankers' at 13-32, $20,000 at ⅜@7-16, $15,000 and $16,000 private bankers' and $6000, $15,000, $20,000 and $25,000 commercial at 7-16, and $12,000 and $12,000 commercial at ½.

Operations in stocks included 100 Navigation at $4 75, 200 do at —, 200 and 209 do at $5, $200 do at $5 25, 200 and 300 do at $5 50; 10 City Railroad at $167; 49 Slaughterhouse at $17 50, and 25 Calcasieu Sulphur Mine (ordinary stock) at $15 25.

One thousand dollars new city seven per cent bonds changed hands at 74½, and $1000, deliverable to-morrow, at 73¾.

Fifteen hundred dollars fiscal agency certificate (July 16) sold at 80¾.

The offerings of new State warrants were larger, and prices declined. We noticed sales of $2000 (in small lots) at 72@72½, $1000 at 72¾, $1200 at 73, $550 at the same, and $500 at 74. $800 Metropolitan police (new) sold in small quantities at 97, and $400 State certificates of indebtedness at 63¼ and $900 at 64.

Dealers' rates for city treasury notes were 22 per cent discount buying, and 20 selling.

COMMERCIAL.

MONDAY EVENING, November 21, 1870.

COTTON—The sales to-day embraced 5100 bales, at stiffening prices, closing at an advance of about ⅛c. We now quote ordinary at 12½@13½c; good ordinary at 14½@14¾c; low middling at 14⅞@15¼c; middling at 15⅜@15½c, and strict middling at 15¾@—c.

Notwithstanding the inclement and rainy weather, the demand was fair, and, while a part of the business was at Saturday's figures, the bulk of it was at the improvement noted above, the ruling rate for low middling being 15c. Strict sold at 15⅛@15¼c.

The supply was only moderate, the weather preventing sampling. Prices were stimulated by an improvement of ⅛c, reported by the New York telegram at 12 M., and a further advance at 3 P. M. to the same extent, but unfavorably affected by a decline of ⅛ ₱ cent in sterling exchange. The Liverpool accounts were not calculated to have any material influence.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,696
Arrived since last statement	8,315	
Arrived previously	245,350—	253,665
Total		274,361
Cleared to-day	9,620	
Cleared previously	161,211—	170,831
Stock on hand and on shipboard—bales		103,530

To-day's exports embraced 3929 bales to Liverpool, 3592 to Bremen, and 2099 to Genoa. Receipts proper since Saturday evening, 7780 bales, against 8128 last year, making an aggregate since Friday evening of 12,254 bales, against 11,068 for the corresponding time last week, and 18,695 last year, and since August 31, of 231,690 bales, against 251,590 last year.

SUGAR—Received this morning 13 hhds. Received since September 1, 8903 hhds. The rainy weather prevented operations to day. Only a few small sales were made at previous prices, and we repeat the prices paid on Saturday for reference: Common 7½@8c; good common 8¼c; fair 8⅝c; good fair 9@9⅛c; fully fair 9½c; prime 10@10¼c; seconds 8@9¼c; yellow clarified 10¾@11¼c; white 11¼@12⅛c; gray clarified and centrifugal 10¼@10¾c.

MOLASSES—Received this morning 3300 bbls. Received since September 1, 24,248 bbls. With liberal supplies and a limited demand prices have again declined. Owing to the inclemency of the weather, the sales to-day are confined to 1000 bbls, at 45c for common; 58c for fair; 60c for good; 62c for prime; 65c for strictly prime, and 66c for choice.

FLOUR—The market has not shown much animation to-day, perhaps on account of the inclemency of the weather. Superfine is quoted at $4 62½@4 75; double extra $5 50; treble extra $5 75@6; choice treble extra $6 25@6 75; choice family extra $7@8 ₱ bbl. 1000 bbls were sold today, of which 100 fine at $4 25; 100 and 100 treble extra at $6; 500 superfine on private terms; 100 choice extra at $7 75 ₱ bbl.

CORN—Rainy weather has interrupted operations on the landing, hence the sales to-day are confined to 2900 sacks, of which 500 weavily at 75c; 950 white at 77c; 100 do at 78c, and 275 yellow mixed at 86c ₱ bushel.

OATS—Are firmer; 122 second-hand sacks sold at 50c, and 150 St. Louis at 52c ₱ bushel.

BRAN—Continues firm at $1 10 ₱ 100 lbs.

HAY—Is in better supply, and prices have softened. Prime Western is now quoted at $28; choice $30 ₱ ton.

PORK—A lot of 25 bbls heavy mess sold at $24 25 ₱ bbl. It is quoted at $24@24 25 ₱ bbl. It is retailing at $25 50@26 ₱ bbl.

DRY SALT MEAT—Shoulders are quoted at wholesale at 12c. They are retailing at 12¾@13c ₱ lb.

LARD—A lot of 25 tierces new refined sold at 16c ₱ lb Tierces are quoted at 15½@16c ₱ lb; kegs are dull and nominal.

BACON—The market is yet bare of sides. Shoulders are retailing at 14@14¼c; sugar-cured hams 24@26½c, as in brand. 5 tierces choice sold at 26½c. Ordinary are quoted at 22@23c.

BREAKFAST BACON—Northern commands 22c; Western 23c ₱ lb.

BAGGING—The market is quiet. Dealers are still selling India at 28c ₱ yard in bales, and 27c in rolls; domestic jute at 28@29c; hemp and flax at 30@31c ₱ yard.

NEW COTTON TIES—Are retailing at 5½@6c ₱ lb.

WHISKY—The demand is good and the supply of Indiana is light, while the stock of Cincinnati is only moderate; 33 and 40 bbls Indiana sold at 90c, and 18 at 92½c per gallon. Cincinnati is quoted at 95c and ½@1 ₱ gallon as in quality.

LOUISIANA RICE—The market is wholly inactive to-day, and we report our previous quotations, nominally, viz: Choice 8½@8¾c; prime 7½@8c; ordinary 7@7¼c ₱ lb.

SALT—The demand for Liverpool salt is active, and dealers have advanced their prices in consequence. We quote, from dealers' hands, Liverpool, coarse, at $1 70@1 80; fine, $1 95@$2 ₱ sack. When large lots are taken at warehouse, by boats, a deduction is made for drayage. Turk's Island salt 50c ₱ bushel. Table salt in pockets—8 lbs, 10c; 4 lbs, 5c.

CORN MEAL—Owing to scant supplies, prices are firmer, and we now quote choice kiln-dried, $3 75@4 ₱ bbl, from the levee and in store.

COFFEE—The market is at a stand-still. The stock in first hands embraces 12,600 bags. Holders are firm at 17¼@17½o ₱ lb for prime (gold, duty paid), 16½@16¾c for good, 15¾@@16c for fair, and 15½c for ordinary.

BUTTER—The demand for choice grades continues good, but inferior descriptions are neglected. We quote choice Western 32@34c; good 28@31c; choice Goshen 43@45c; common 30@35c ₱ lb.

A careless widow lady at Boston was recently indebted to the honesty of an old caretaker for the restoration of a $5000 set of diamonds, left behind her in removing from one house to another.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Tuesday, November 22, 1870.

CLEARED YESTERDAY.

Steamship Harlan, Lewis, for Indianola, via Galveston
Ship Lathley Rich, Mitchell, for Bremen
Ship Nimbus, Kelley, for Liverpool
Bark Solomon, Carter, for Genoa

ARRIVED SUNDAY.

Steamship St Mary, Lewis, from Indianola via Galveston, to C A Whitney &co—1st district 10

STEAMBOATS.

Indiana, Neal, from St. Louis.
Grand Era, Richardson, from Dunscanby.
Texas, Stinde, from Shreveport.
Wild Wagoner, Goddin, from Natchez.
Era No 10, Truslow, from Jefferson.
Louise, Hopkins, from Mobile.
Fontenelle, Shaw, from Jefferson.

ARRIVED YESTERDAY.

Steamship St Louis, Whitehead, from New York 12th inst, to A. Monlton—2d district
Steamship Sherman, Blanchard, from New York, to Low & Ludwigsen—3d district
Schooner Amie, from Lower Coast, to master—2d district
Schooner C W McComber, Higgins, 8 days from Indianola, to Twichell & Gomila—1st district

TOWBOATS.

Calhoun, Brown, from the Passes—Towed down and to sea, 15th inst, ships Ella S Thayer and Idaho—Brought up schooner C W McComber

STEAMBOATS.

Wade Hampton, Libano, from Black Hawk.
W. R. Arthur, Brolaski, from St. Louis.
W S Pike, Brown, from Bayou Sara.
Rapides, Hiern, from Grand Ecore.
Robert E. Lee, Cannon, from Vicksburg.
Mary Houston, Dunham, from Louisville.
Kate Putnam, Evans, from Louisville.
Henry Tate, Dafferes, from Donaldsonville.
Bart Able, Baranco, from Lobdell's Store.
Flicker, Aucoin, from Donaldsonville.
Flota, Scovell, from Ouachita river.
Hunter, Jeanfreau, from Lower Coast.
Enterprise, Thorn, from St. Martinville.
Frances, Blakeslee, from Mobile.

EXPORTS.

INDIANOLA VIA GALVESTON—Steamship Harlan—for Galveston—1500 bbls flour 110 bbls whisky 500 empty barrels 300 sks corn 200 sks oats 140 bags coffee

For Indianola—100 bbls flour 50 bags coffee and sundries

BREMEN—Ship Lathley Rich—3592 bales cotton 117 hhds tobacco 4000 staves

LIVERPOOL—Ship Nimbus—3929 bales cotton 448 sks oilcake 1440 staves

GENOA—Bark Solomon——2099 bales cotton 2072 staves

IMPORTS.

NEW YORK—Steamship St Louis—Asstd mdse
NEW YORK—Steamship Sherman—Asstd mdse
NEWPORT, WALES—Ship Atmosphere—5645 bars railroad iron
MOBILE—Steamer Frances—261 bales cotton and sundries
INDIANOLA VIA GALVESTON—Steamship St Mary—6 bales cotton 280 head calves 100 bdls hides $590 in currency $120 in specie 3 cases tobacco 84 bbls tallow 48 hhds tallow and sundries
MOBILE—Steamer Louise—264 bales cotton and sundries

RECEIPTS OF PRODUCE.

BAYOU SARA—Steamer W S Pike—225 bales cotton 33 sks seed cotton 276 sks cotton seed 370 hhds sugar 989 bbls molasses and sundries

DONALDSONVILLE—Steamer Henry Tete—232 hhds sugar 601 bbls molasses 161 sks cotton seed and sundries

LOWER COAST—Schooner Amie—15 hhds sugar 26 bbls molasses

ST MARTINVILLE—Steamer Enterprise—16 bales cotton 56 sks cotton seed 35 sks seed cotton 43 hhds sugar 73 bbls molasses

OUACHITA RIVER—Steamer Fleta—193 bales of cotton 52 bbls molasses 32 half-bbls molasses and sundries

DONALDSONVILLE—Steamer Flicker—66 hhds sugar 186 bbls molasses 59 bbls rice and sundries

VICKSBURG—Steamer Robert E Lee—4130 bales cotton 2666 sks cotton seed 2 hhds tobacco and sundries

LOUISVILLE—Steamer Mary Houston—377 bales cotton 1 hhd tobacco 3654 sks corn and sundry produce

LOUISVILLE—Steamer Kate Putnam—1358 sks of corn and sundry produce

ST LOUIS—Steamer W R Arthur—165 bales cotton 2 hhds tobacco 5936 bbls flour 2263 sks oats 1536 sks bran and sundry produce

BLACK HAWK—Steamer Wade Hampton—372 bales cotton 50 sks seed cotton 589 sks cotton seed 24 bbls molasses

GRAND ECORE—Steamer Rapides—432 bales cotton 37 hhds sugar 157 bbls molasses and sundries

LOBDELL'S STORE—Steamer Bart Able—82 bales cotton 500 sks cotton seed 373 hhds sugar 30 half-bbls molasses 686 bbls molasses and sundries

LOWER COAST—Steamer Hunter—135 bbls rice 22 sks rice and sundries

RECEIPTS SUNDAY.

ST LOUIS—Steamer Indiana—235 bales cotton and sundry produce

DUNCANSBY—Steamer Grand Era—1764 bales of cotton 27 sks seed cotton 5028 sks cotton seed and sundries

NATCHEZ—Steamer Wild Wagoner—1072 bales of cotton 1391 sks cotton seed 117 sks seed cotton 10 bbls molasses and sundries

SHREVEPORT—Steamer Texas—706 bales cotton 49 sks seed cotton 102 sks cotton seed and sundries

JEFFERSON—Steamer Era No 10—231 bales cotton 197 head cattle and sundries

JEFFERSON—Steamer Fontenelle—25 bales cotton 190 head cattle and sundries

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, November 21—1924 bales cotton and sundry produce

MORGAN'S LOUISIANA AND TEXAS RAILROAD, November 21—225 hhds sugar 500 bbls molasses 36 bales cotton and sundries

LOTTERIES.

DRAWING OF THE LOUISIANA STATE LOTTERY FOR NOVEMBER 21, 1870.

CLASS 276.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
27	66	54	41	69	59	73	39	8	35	1	5	—	—

The above drawings are published in all the principal papers, and are drawn in public daily at the rooms of the company.

Information furnished and prizes cashed by HOWARD, SIMMONS'& CO., Contractors. St. Charles street, corner Union, New Orleans.

Witness our hands at New Orleans, Louisiana, this twenty-first day of November, 1870.

H. PERALTA,
ADAM GIFFEN,
Commissioners.

BEWARE OF ROGUS LOTTERIES. ap28

LOUISIANA STATE LOTTERY COMPANY.

Incorporated August 17, 1868.

CHARLES T. HOWARD.....PRESIDENT.

SINGLE NUMBER LOTTERY.

SPLENDID SCHEME—ONLY 20,000 NUMBERS.

Capital Prize.....$50,000.

CLASS Q.
TO BE DRAWN AT NEW ORLEANS ON Saturday, December 10, 1870.

HOWARD, SIMMONS & CO., Contractors.

SCHEME:

20,000 Numbers—Tickets Only $20.

1 prize of $50,000 is		$50 000
1 prize of 30,000 is		30,000
1 prize of 20,000 is		20 000
1 prize of 10,000 is		10,000
1 prize of 9,000 is		9,000
1 prize of 8,000 is		8,000
1 prize of 7,000 is		7,000
1 prize of 6,000 is		6,000
1 prize of 5,000 is		5,000
1 prize of 4,000 is		4,000
1 prize of 3,000 is		3,000
1 prize of 2,000 is		2,000
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000		
1 prize of 1,000	are	25,000
50 prizes of 500	are	25,000
317 prizes of 200	are	63,400
36 Approximation prizes		12,600
440 prizes, amounting to		$238,400

Whole Tickets, $20; shares in proportion. Prizes payable without deduction. Orders to be addressed to

CHARLES T. HOWARD,
Lock box 692, Postoffice, New Orleans.

Send postoffice money order, or register your letter. je

ANY ONE WITH A CASH CAPITAL OF from $3000 to $10,000 can purchase an easy, light and profitable business, which will pay one hundred per cent per annum. Said business is located in the very heart of the city, has a large run of both city and country trade, and is one of the oldest established and most extensively known houses in the South. Explanations and terms given by addressing "J. H," Republican office. no1

ANDERSON'S

PHOTOGRAPHIC STUDIO,
183.....Canal Street.....183
NEW ORLEANS,

Where will be found every style of Photograph known to the art. Copying in Oil and Water Colors, and the new picture, the SUN PEARL, which can not be surpassed for beauty and durability. no20 3m & W 3m

RAILROADS.

SPECIAL NOTICE.

New Orleans, Jackson and Great Northern Railroad.

The following schedule for departures and arrivals of passenger trains will take effect November 20, 1870:

MAIL PASSENGER TRAINS.

North—Leave New Orleans 5 P. M.
North—Leave Jackson 2:50 A. M.
North—Arrive at Canton 4:15 A. M.
South—Leave Canton 11:15 P. M.
South—Leave Jackson 12:50 A. M.
South—Arrive at New Orleans 11:05 A. M.

EXPRESS PASSENGER TRAINS.

North—Leave New Orleans 7 A. M.
North—Leave Jackson 4:50 P. M.
North—Arrive at Canton 6:10 P. M.
South—Leave Canton 2 P. M.
South—Leave Jackson 5:45 P. M.
South—Arrive at New Orleans 1:30 A. M.

The above train runs daily, except the 7 A. M. train, which will not leave New Orleans on Sundays, and the 2 P. M. train, which will not leave Canton on Sundays.

R. Q. SEWALL,
General Superintendent.
J. B. MOREY,
General Ticket Agent.
no19 3t

NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD.

The Mobile division of this road will be opened for business on

Monday, November 21, 1870,

and passenger trains will run as follows:

Leave New Orleans, from the foot of Canal street, for Bay St. Louis, Pass Christian, Mississippi City, Ocean Springs, Pascagoula and Mobile at eight o'clock A. M. Arriving at Mobile at two o'clock P. M., connecting at Mobile with the MOBILE AND OHIO, and the MOBILE AND MONTGOMERY RAILROADS for all points

NORTH, EAST AND WEST.

Leave Mobile for New Orleans at 11:30 A. M. Arriving at 5:30 P. M.

Fare Between New Orleans and Mobile, Five Dollars.

THROUGH FREIGHT TRAINS RUN EACH WAY DAILY.

Freight received at New Orleans, at the foot of Julia street before 4:30 P. M.; delivered at Mobile early next morning.

FREIGHT AS LOW AS BY ANY OTHER ROUTE

For further information, call at the General Office of the company, rooms one and two, up-stairs, STORY BUILDING, corner Camp and Common streets.

J. R. KENDRICK,
no19 General Superintendent.

NEW ORLEANS, CHICAGO AND THE WEST.

THE ILLINOIS CENTRAL RAILROAD AND BLUE Line, via Cairo, will take freight from New Orleans on first-class steamers, leaving daily at five P. M. for Cairo, Chicago, and all points North, West and East, at the lowest rates.

All rates and all through bills of lading from New Orleans by above route given, signed and recognized only at the General Office of the Company, 26 Carondelet street.

Shippers by this route save all drayage and transfer charges at Cairo, and their goods are always under cover, and no charges are made for forwarding.

JAMES T. TUCKER,
no9 General Agent.

TRAVELERS, ATTENTION!

THE NEW ORLEANS, JACKSON AND GREAT NORTHERN, AND MISSISSIPPI CENTRAL RAILROADS,

Run their Passenger Coaches and Baggage Cars, their combined length without change.

BAGGAGE CHECKED FROM RESIDENCE TO DESTINATION.

The 7 A. M. Train

Makes close connections for Vicksburg, Memphis St. Louis, Chicago, Louisville, and all points beyond. Sleeping cars at night, Canton to Grand Junction and Humboldt.

The 5 P. M. Train

Makes close connections with Lightning Express trains, to all points NORTH, EAST and WEST. Carries the great Northern Mail.

Time to New York, 70 Hours.

New and elegantly fitted up Sleeping Cars run through to Humboldt, Tennessee, Cleveland, Tennessee, and Louisville, Kentucky.

Express Train South arrives at 2:40 A. M.
Mail Train South arrives at 11:05 A. M.
Ticket office, Galveston, Iron Building.
Ticket Offices, New Orleans, Corner Camp and Common streets, and at Depot.

T. S. WILLIAMS, General Superintendent;
J. B. MOREY, General Ticket Agent, New Orleans, Jackson and Great Northern Railroad.
R. D. FROST, General Superintendent;
D. B. MOREY, General Ticket Agent, Mississippi Central Railroad.
S. W. SCOTT, General Passenger Agent.
jy22 3m

PASSENGERS GOING EAST,

VIA LOUISVILLE OR CAIRO,

Should purchase Tickets by the

ERIE AND ATLANTIC AND GREAT WESTERN RAILWAY,

Forming the best and most comfortable Line to New York, Boston and Northern and Atlantic cities, with magnificent Palace Combined Day and eight Coaches, through to New York without change.

Three Lightning Express Trains Daily.

This is the only Line from Cincinnati to New York under one management; the only Line from Cincinnati to New York without break of gauge; the only Line whose trains run through to New York without change; the only Line running coaches through without using compromise wheels; the only Line running Palace Broad Gauge Coaches through without change.

If you desire prompt time and certain connections, finest scenery on the Continent, most comfortable cars in the world, most magnificent dining halls and ample time for meals, and the safest, best and most comfortable route, go to New York by the

Erie and Atlantic and Great Western Railway.

Tickets by this Line for sale at all tickets offices through the South.

WILLIAM R. BARR,
General Passenger Agent, New York.
W. B. SHATTUC,
General Southern Agent, Cincinnati, Ohio.
[ov2 1

TO THE EAST.....TO THE EAST

Via Louisville and Ohio and Mississippi Railway.

The completion of the Louisville Division of this road, and the splendid equipment for passenger travel, makes this the

BEST ROUTE TO CINCINNATI,

AND

ALL POINTS EAST AND NORTHEAST.

THREE THROUGH TRAINS DAILY,