[CONTINUED FROM FIRST PAGE.]

hour last night Governor Smith and Treasurer Bingham obtained from the Supreme Court Judge Safield and Circuit Court Judge Pelham, injunctions restraining the presiding officer of the Senate from counting the votes for Governor or Treasurer, but would count for other officers. The result of the count was a majority of all the votes cast in the State for E. H. Moren, Lieutenant Governor 4377; J. J. Parker, Secretary of State, 4459; J. W. A. Sanford, 3433, all Democrats.

The President announced these gentlemen elected to their respective offices and ordered the returns to be sent to the Secretary of State to await judicial proceedings. Senator Mabry then offered a resolution that Hon. E. H. Moren be sworn in as Lieutenant Governor, and be invited to preside over the joint convention as legal presiding officer of the Senate.

Mr. Barr, presiding officer of the Senate, pro tem., announced the resolution out of order, and asked the Senate to retire to its Chamber, which it did, and immediately adjourned.

Mr. Moren, in the meantime was sworn in as Lieutenant Governor by Judge Saffold and was escorted to the Speaker's chair. He did so and announced that he was ready to proceed to business as presiding officer of the convention.

Mr. Lowe offered a resolution that the Secretary of State, Mr. Miller (Mr. Parker not yet being sworn), be asked to return to the Lieutenant Governor the returns of the vote cast at the late election.

Mr. Phelan, the clerk of the House, waited on the Secretary of State and obtained the returns.

Mr. Moren—a majority of the General Assembly being present—then counted the vote for Governor and Treasurer. It resulted in 1425 majority for Lindsay, Democrat, and about 2500 majority for Grant, Democrat.

Mr. Lindsay took the oath of office as Governor, and the State, for a time, will probably have two Governors. The Senate recognize Smith, and the House Lindsay. The matter will be in the courts soon.

MOBILE, November 26.—Inquiries from different points in Indiana have been made concerning one J. Henry Murdoch, pretending to be a correspondent of the Mobile *Register*. He is a swindler, and exhibits a well-executed counterfeit letter purporting to be from the proprietor of the *Register*.

MEMPHIS, November 26.—There were forty-three deaths this week. The fall term of the United States Circuit Court, Judge Emmons presiding, begins Monday, with forty fourteenth amendment cases of office-holders.

CINCINNATI, November 26.—The Emma Floyd, which sunk at French Island this morning, was insured here in the Eureka, Enterprise, and Commercial offices, each, $1500, Farmers $500, Crescent $1000. The boat was owned by Captain Wise and the Nashville Packet Company, and was valued at $10,000. She had an assorted cargo of 400 tons, mostly from this city; and insured here. The underwriters leave for the wreck this evening.

The aggregate value of the real estate of this city, exclusive of the recently annexed territory, is $137,662,938; real property held by churches is nearly $4,000,000; valuation of parks and cemeteries, over $2,500,000.

ST. LOUIS, November 26.—The Secretary of the Merchants' Exchange here has the following statistics of hog killing: St. Louis, 33,913; same time last season, 80,061. Chicago, 121,337; last season, 149,000. Cincinnati, 110,000; last season, 120,000. Louisville, 66,040; last season, 37,000. Evansville, 1700; last season, 3700. St. Joseph, Missouri, 5600. Total, 368,590. Total last season, 461,018.

BUFFALO, N. Y., November 26.—A portion of the still house of Driggs & Co. fell, exploding the still and firing the liquor. Of seven persons within, two were terribly injured.

A search is progressing for others supposed to be in the ruins.

River Intelligence.

SOUTHWEST PASS, November 26.—Barometer 30.15. Weather calm. Arrived: Steamship Alice, Ellis master, at five P. M., from Liverpool to Decan, Zerega & Co.; bark Avondale, McElhenny master, fifty-nine days from Newport, Wales, with railroad to master; steamship Austin, Tripp master, at seven P. M., from Indianola, via Galveston, to C. A. Whitney & Co. Sailed: Steamship Frankfurt.

VICKSBURG, November 26.—Passed up: Mary Houston at 1, W. R. Arthur at 2, and Indiana at 3 A. M. Down: Grand Era at 11, and Mollie Able at 2 P. M. River falling. Weather clear and pleasant.

MEMPHIS, November 26.—Passed down: Silver Bow, Marble City. River falling. Weather clear. Mercury 60°.

CINCINNATI, November 26.—The river has fallen two inches, with seven feet ten inches in the channel. Weather clear.

LOUISVILLE, November 26.—Departed: Waunita for New Orleans; Pink Varble, Arkansas river. The Edinburg from New Orleans is due to-night. The Emma Floyd sunk to-day at French Island, on an old sycamore log. The water is three feet on her deck. The Morning Star took off her passengers.

The river has risen about four inches, will be stationary to-morrow, but will soon be rising again, as the swell in the Allegheny, Monongahela and Kanawha has not reached this point. Weather clear and pleasant.

MARKETS.

Domestic Markets.

NEW YORK, November 26, Evening.—Cotton closed dull and heavy; sales to-day 2100 bales; middling uplands, 16¼c. Flour active, 5c better; Southern $5 90@8 25. Whisky firmer; 90@90½c. Wheat 1@2c higher. Corn easier; old 89@92½c; new 85@90c. Wool quiet; Texas 18@35c. Groceries quiet and steady. Pork a shade firmer; mess, old $23@23 25; new $23. Beef unchanged. Lard firmer and active; steam rendered 12½@13c. Naval stores dull and unchanged. Freights unchanged.

CINCINNATI, November 26.—Cotton quiet and weak; middling 15½c. Flour dull and drooping; family $5 50@5 75. Wheat dull and unchanged. Corn firm and in fair demand at 50@55½c. Rye 82@85c. Oats 42@45c. Whisky 84@85c. Pork dull and drooping; mess, packed, $19. Bulk meats dull and unsettled; shoulders 7½@8c; sides 10¾c; clear sides 11½c. Green meats dull; shoulders 6c; sides 8½c; hams 11c. Hogs active and higher at $6 40@6 60. Cattle dull and unchanged.

ST. LOUIS, November 26.—Flour quiet and unchanged. Wheat: Winter dull; No. 2 red $1 20; No. 1 $1 30. Corn firm and in fair demand; yellow 60c. Oats 43@45. Rye 65@70. Whisky 85c, but held higher. Provisions are lower. Mess pork $19@$19 50. Bulk shoulders 7½c; clear rib 11c. Bacon: new clear sides 16c. Lard unchanged. Hogs active and strong; ranging from $5 95@6 30; number killed to date, 33,915; average weight, 255½ pounds.

La Traviata.

This opera was charmingly performed last night, the company exhibiting a marked improvement over their previous efforts. Mme. Naddi, of whom we cannot speak too highly as to her acting and appearance on the stage, sang with exquisite grace and feeling, and was several times called before the curtain to receive the plaudits of an intelligent and discriminating audience.

The President, in conversation Tuesday, referred to the report that he had treated Senator Schurz coldly on his arrival in Washington last week, and that he had been more friendly than usual toward Drake. The President remarked that the story was entirely without foundation. On the day that Senator Schurz called the President was engaged and declined to see nearly every one. Drake, who called on the same day, was no more fortunate than Schurz.

It is understood that the President read his annual message, in its complete form, to the Cabinet Tuesday. It is stated that the most important feature of it is a recommendation to Congress for general amnesty; in other words, for the removal of all political disabilities imposed by the fourteenth amendment.

Monetary--Commercial.

MONETARY.

OFFICE OF THE DAILY REPUBLICAN, Saturday Evening, November 26, 1870.

The money market proper is without any quotable variation. On the street A1 notes secured by unquestionable collaterals are quoted at 1@1¼ per cent per month; good do at 1½, and A1 business paper without collaterals at 1½@2. Mortgage paper still rules at 9@11 per cent per annum for A1, and 12@14 for second class.

Gold opened at 111¾@112 (against 111⅞ at New York), and closed at 111¾@111⅞ (against 111⅞), touching 111⅝ during the interim. The sales included $10,000 at 111⅝; $14,000 at 111⅝@111¾; $1500, $8,000, $16,000 and $25,000 at 111¾; $20,000 at 111¾@111⅞; $1500, $2000, $2500, and $6000 at 111⅝; and $1000, $1600, $2000, $2500 and $8000 at 112.

A small amount in American silver half dollars changed hands at 108⅜.

The movement in foreign exchange was only of moderate extent, and under a slight decline in gold, rates gave way about ⅛@¼ cent. The sales of sterling embraced about £45,000, of which —— bill of lading at 119⅞, £2000 at 120, £10,000 bill of lading and clear at 120@120¼, £7000 bill of lading at 120¼, £3000 bill of lading and £7000 clear at 120¼@120⅜, £4000 and £4000 bill of lading at 120⅜, and £3000 bill of lading and £2800 clear at 120½. Sterling may now be quoted at 119⅞@120⅜ for good to A1 bill of lading and clear, and —@121½ for bank.

The offerings of sight were less liberal, and rates a shade firmer. The banks continued to check on New York at ⅜ per cent discount, and the sales included $10,000 bank sight on New York and $10,000, $40,000, $40,000 and $60,000 commercial at ½ discount, $25,000 private bankers' at 15-32, $10,000 commercial at 17-32, $10,000, $20,000, $25,000 and $25,000 at 9-16, and $9000 and $20,000 at ⅝.

Some $8000 commercial gold checks on New York sold at ½ discount. Some of the banks draw at ¼ discount.

The sales of stocks include 100 shares Slaughterhouse at $17 25, 5 Barbarin Gas Light Company at $180, an improvement; 95 Sugar Shed at $31, and 25 Bank of New Orleans at $38. At auction, 50 shares First National Bank brought $5 for the lot, and a certificate of deposit on the same of $2296 at $1000.

In bonds, $2000 new city seven per cents sold at 73¾, $600, $2000 and $5000 at 74, $800 and $1200 at 74¼, and 800 at 74½. 24 old City of Jefferson eight per cent bonds of 1856, of $500 each, January coupons, were sold by auction at 81.

Five hundred dollars city seven-thirty certificates (with no accrued interest) changed hands at 80c; $600 fiscal agency (July 16) at the same, and $800 State certificates of indebtedness at 61c.

Operations in warrants included $500 new Metropolitan police at 97⅞c; $1200 and $1900 new State at 71½c, and $2000 at 71¾c. Dealers bought the former at 97c, and the latter at 70@72c, and asked for the former 97¾@98c, and the latter at 71½@72½c.

A small amount of city treasury notes ($300) were sold at 22½ ⅌ cent discount. Dealers' rates were 25@26 ⅌ cent discount buying and 20@22 selling.

COMMERCIAL.

SATURDAY EVENING, November 26, 1870.

COTTON—The sales to-day embraced 6800 bales, at a decline of ⅛@¼c. We quote ordinary 12½@13¼c; good ordinary 14⅜@14⅝c; low middling 14¾@15⅛c; middling 15⅝@15½c, and strict middling 15¾@15⅞c.

The market was weaker at the close than at any time during the day, strict low middling selling at 15c, which could not have been had earlier under 15⅛. The latter figures, however, were obtained for other lists which buyers preferred. Strict ordinary sold at 13½, strict good ordinary at 14½ and 14⅝, and strict middling at 15⅞. There were several sales of low middling at 14¾, but the ruling rate for a fair style of that grade was 14⅞. The advantage was constantly on the side of the buyers, and at no time could sales have been forced unless at some concessions.

COTTON STATEMENT.

Stock on hand September 1, 1870—bales		20,696
Arrived since last statement	4,678	
Arrived previously	260,060—	264,938
Total		305,634
Cleared to-day	17,346	
Cleared previously	201,199—	218,457
Stock on hand and on shipboard—bales		87,177

To-day's exports embraced 11,516 bales to Liverpool, 3370 to Bremen, and 2162 to New York. Receipts proper since last evening, 4365 bales, against 4474 on last Saturday and 5492 last year, and since August 31, 260,885 bales, against 268,870 last year.

SUGAR—The market is dull, especially for the lower grades, and prices have declined. Received to-day, 454 hhds. There were also some supplies on hand, left over from previous receipts. About 450 hhds were sold to-day at 6¼@6½c for inferior, 6¾@7c for common; 7½@8c for fair; 8½c for good fair; 9@9¾c for fully fair; 10@10¼c for prime; 10½@11c for choice; 7½@10¾c for seconds, as in quality; 10½@11c for gray clarified; 10½@11¼c for yellow clarified, and 11½@12½c for white.

MOLASSES—This article is also dull and prices are lower. Received to-day, 1548 bbls and 41 half bbls. About 1200 bbs were sold to-day at 25@40c for inferior; 40@50c for common; 55@57c for fair; 58@63c for prime to strictly prime; and 64@65 for choice.

FLOUR—The market has shown more animation to-day, and there were sales of 1500 bbls, of which 125 superfine, at $4 75; 50 double extra at $5 25; 300 do at $5 50; 50, 50 and 100 treble extra at $6; 45 do at $5 85; 100 choice treble extra at $6 50; 225 choice extra at $7; 100 do at $7 50 ⅌ bbl.

RYE FLOUR—A lot of 15 bbls sold at $5 ⅌ bbl.

CORN—Is dull, with inclination to inside figures; 1800 sacks were sold to-day, of which 700 soft white at 65c; 200 red and white at 70c; 200 prime white at 71c; 150 do at 73c; 200 choice white at 74c; and 150 do at 75c ⅌ bushel.

OATS—Are dull and only 150 sacks St. Louis sold at 52c ⅌ bushel.

BRAN—Is steady; 300 and 300 sacks sold at $1 07½ ⅌ 100 lbs.

HAY—Prime and choice is in light supply. Some 400 bales were sold to-day, of which 55 fair Western at $27, 150 ordinary at $28, 50 prime at $29, and 100 choice at $30 ⅌ ton.

PORK—The market is still more depressed, and prices are declining; $22 50 ⅌ bbl is asked for mess and no buyers. It is retailing at $23@24 50 ⅌ bbl.

DRY SALT MEAT—A lot of 25 boxes shoulders sold at 11c. They are retailing at 11@11½c ⅌ lb.

BACON—Is dull—5 casks new clear rib sides sold at 21c, and 5 do clear sides at 21½c ⅌ lb; shoulders are quoted at 13c; sugar-cured hams 22@23c for ordinary and 24@25 for choice.

LARD—Is also very dull—Tierces are jobbing at 14¾@15; kegs 15½@16c ⅌ lb.

BREAKFAST BACON—Northern is selling at 20@21c; Western 22@22½c ⅌ lb.

ESCULENTS—Potatoes are selling on the landing at $2 30@2 50 ⅌ barrel for St. Louis and $3@3 50 for Ohio; onions at $4 50@5 ⅌ barrel; apples at $3 50@6 ⅌ barrel; sour kraut at $6@8 ⅌ barrel; and cabbage at $8@12 ⅌ crate.

BUTTER—The market is over stocked with poor butter, for which there is no demand. Choice Northern 43@45c; choice Western 32@34c; good 28@31c ⅌ lb.

BAGGING—The market is quiet. Dealers sell India at 28c ⅌ yard in bales, and 27c in rolls; jute at 28@29c, and hemp and flax at 30@31c ⅌ yard.

CORN MEAL—Is dull; 75 bbls kiln-dried sold on the landing at $3 50 ⅌ bbl.

LIME—Is slow of sale; 260 bbls Cape sold at $1 85 ⅌ bbl. We hear of sales of other kinds of Western at $1 65 ⅌ bbl.

The Weed Family Favorite Sewing Machine seems to have a constant increase in public favor, to judge from the rapidity with which every fresh invoice disappears as soon as the machines are displayed for sale. This, however, is not surprising, for the Weed Sewing Machine, simple in structure and strong in make, combines all the advantages of other machines, with excellencies peculiarly its own. There is not an operation done by hand that this machine will not do as well, with tenfold more speed. We advise any proposing to buy a first class article, to call and inspect the Weed sewing machine at No. 197 Canal street.

River Intelligence.

OFFICE OF THE DAILY REPUBLICAN, Saturday Evening, November 26, 1870.

WEATHER, BUSINESS, ETC.—Yesterday was bright and pleasant, though most too warm for comfort. It may be that the warmth was more particularly felt on account of the late cold weather. The weather during the week past has been, on the average, extremely pleasant.

Business, yesterday, as usual on Saturday, was very lively, and a large number of steamers left well laden. The arrivals were numerous, and with good trips. The Wade Hampton, from Fort Adams, came in late on Friday night, with a big trip. She had 1306 bales cotton; 196 sacks seed cotton, and 84 hogsheads of sugar. She had, also, a fine list of passengers. The Virginia, from Louisville, was laden with produce. She had, inclusive, in her cargo, 2345 barrels of apples. Altogether, she brought down 7600 packages of freight. The Wild Wagoner had 1000 bales of cotton, and 75 barrels of molasses, besides other freight. The Ruth, from Wheeling, was deeply laden.

The departures were: The Natchez, good trip, to Vicksburg; Wade Hampton, with a fine trip, to Fort Adams. Importer, with about 275 tons to Little Rock and Fort Smith; Seminole, moderately laden, to White river; H. S. Turner, to Louisville, with a splendid trip of freight and people; Tidal Wave to Red river, with a good trip of freight and people; D. L. Tally to Shreveport, with a fair trip, and the Belle Yazoo to Yazoo river, with light receipts. All of the regular Saturday packets left on time. Business has increased considerably during the past week, and we look for a busy week to come. There is a large number of boats en route to this port, and several of them should arrive to-day and to morrow.

MISCELLANEOUS ITEMS.—Captain Burdeau, of the Mississippi Valley Transportation Company, received a dispatch yesterday, from Vicksburg, stating that the towboat Shark and four barges passed there on the twenty-fourth, bound to this port. They will arrive to-day, and the Shark will leave on return trip to-morrow at 5 P. M. He also received a dispatch dated the twenty-fifth, stating that the Kellogg and barges had passed Memphis, bound down, that day.

The schooner Mattie A. Franklin, from Bath, Maine, with 712 tons of granite for the St. Louis Bridge Company, arrived at the mouth of the river on last Friday. This is the first arrival of granite for some time, the two preceding schooners loaded with the material having been wrecked and their cargoes lost. The stone will be forwarded as rapidly as possible by the Mississippi Valley Transportation Company's barge line.

The Seminole was towed to the salt pile last evening, to receive salt for White river. She will leave there probably to-day.

The Red Cloud has been towed to the Red river landing, and is receiving for all points on that stream.

The Era No. 9, Captain M. H. Kouns, leaves on Tuesday, November 29, and the Thirteenth Era, Captain Isaac H. Kouns, on Thursday, December 1, for Jefferson, Shreveport, and all way landings on Red river.

The Mollie Able follows the Bismarck to St. Louis in the regular line.

THE RUTH.—This new steamer, built at Wheeling expressly for the upper Red river trade, arrived here yesterday deeply laden. We paid her a visit and were rewarded by the sight of as handsome and perfect a piece of steamboat architecture as it has ever been our lot to see. She is a sternwheeler, one hundred and forty feet long, thirty-two feet beam, four feet hold, and has a capacity for stowing about fourteen hundred bales of cotton. Her cabin is neat and roomy, and capable of accommodating comfortably a number of passengers.

She has in the rear of the cabin a "Freedmen's Bureau," or colored people's cabin. It contains well furnished staterooms and a dining hall. This latter feature is becoming much in vogue on our Red river packets, and is decidedly an improvement on the former principle. The Ruth has two boilers, with engines fourteen inches in diameter, four feet stroke, driving a wheel eighteen feet in diameter, twenty feet buckets. The engines are of the balance slide valve make, and are a perfect success. Captain Robert B. Berton, the owner and commander of this fine craft, is well known to our New Orleans folks as an experienced and thorough steamboatman. Mr. Oscar Haines, chief clerk, is also well known here, he having ran sometime on our New Orleans and St. Louis packets. The Ruth will leave this week for Red river.

The Olive Branch was still hard aground at Liberty Island the night of the twenty-fourth; six feet four inches water in the channel.

Captain Lloyd T. Belt will take command of the Post Boy on her arrival at this port from St. Louis. We suppose that Captain Belt will immediately place the Post Boy in the Ouachita river trade, in place of the steamer Cornelia, recently destroyed by fire. We hope so, at least, for Captain Belt is a popular man in that trade.

Stuart & Co., of Louisville, have commenced putting up the frame of a new boat at Madison. She is to be 235 feet long, 40 feet beam and 5 feet hold, and supplied with engines of the best pattern, 22-inch cylinders, and three feet stroke. The cabin is to be plain, but of the best raft pine, and finished in a substantial manner.

Captain M. C. Wells, an old-time steamboat man, is in the steamboat agency at Fort Smith, Arkansas.

Captain Grammer contemplates building a new boat to take the place of the City of Evansville in the Evansville and Memphis trade. He thinks that one of the Evansville's engines will be of service for the new boat, which will be twenty-five feet longer than the City of Evansville.

Captain Garret Bell has taken command of the new steamer May Lowrie, loading at Pittsburg for Red river.

The sternwheel steamers Bertha and Deer Lodge are advertised for sale at St. Louis. Thomas Morrison & Co. have the sale of them.

The Belle Vernon and Lorena will load immediately at Louisville for New Orleans.

The Kate Kinney and St. Mary's will have to await higher water in the Ohio river.

The Roma Wheeler has been sold at Vicksburg to a circus company.

Captain E. W. Gould, of St. Louis, has contracted with Messrs. McLaren, Bell & Co. for the building of a new boat for the St. Louis and Red river trade. The hull of this boat will be two hundred and forty feet long and forty feet beam. The wheel is to be twenty-eight feet in diameter, with twelve feet buckets. She will have thirty staterooms; the texas will be forty-five feet long, and is to be provided with all conveniences for the comfort and accommodation of the officers. The boat will be finished during the month of February.

FROM OUR EXCHANGES.—The Mary E. Forsyth, Captain Symms, will receive freight for Red river this week, having come from retirement to the Carter line wharfboat. She will leave on Saturday. Sam Bowen goes as one of the pilots on the Mary E. Forsyth.

The shaft of the T. L. McGill, made to replace the broken one, is about ready and will be placed in order on board very soon, and that steamer will again load for New Orleans.—*Democrat, November 24.*

Cincinnati.—Light snow yesterday afternoon, followed by a rain for an hour, and then steady and violent snow the remainder of the day.

Business was dull on the wharf.

The river rose three inches yesterday, with seven feet six inches in the channel.

Captain Pegram's mammoth steamer, James Howard, will, in the course of two or three days, be ready for business. The joiner's work is entirely completed, and the machinery is being placed on board. The formanizing process has been completed, and the painting is well under way.—*Gazette, November 24.*

One of the largest wheat-growers in Alameda county, California, has this year jumped the middle-men and commission merchants, shipping his wheat crop directly to Liverpool. He chartered the ship Archer, which hauled in at the end of the Central Pacific railroad wharf at Oakland, across the bay from San Francisco. Twelve hundred tons of wheat was brought alongside the ship's tackles and in a few hours was stowed, and the ship without incurring any wharfage charges was hauled into the stream ready for her voyage. Whatever profit there is in this transaction enures directly to the farmer. He avoids commissions, tolls and storage, and will get the Liverpool price, having only to pay moderate freight charges.

Marine Intelligence.

OFFICE OF THE REPUBLICAN, Sunday, November 27, 1870.

CLEARED YESTERDAY.

Steamship Sherman, Blanchard, for New York
Steamer Bismarck, Yore, for St Louis
Steamship St. Louis, Whitehead, for New York
Ship Wallace, Jordan, for Bremen
Ship Charles Davenport, Porter, for Liverpool
Ship F N Thayer, Kenzer, for Liverpool
Ship D W Chapman, Chase, for Liverpool
Ship Montreal, Smith, for Liverpool
Schooner J L Sommers, Wilson, for Pensacola

ARRIVED YESTERDAY.

Steamship Alice, Ellis, from Liverpool October 29, to Decan, Zerega & Co—4th district
Steamship Lord Lovell, Agnew, from Matanzas, to E J Forstall & Sons—1st district 22
Bark Mystic Tie, Shaw, from Genoa, October 1, to G W Hynson &co—2d district
Schooner Mattie A Franklin, Farwene, 36 days from Buck's Harbor, Me, to Geo A Fosdick &co—1st d
Schooner Skylark, Loring, 23 days from New York, to Geo A Fosdick &co—1st district
Schooner Helena, Bloium, 14 days from Matanzas, to R Piaggio, in ballast—2d district
North German steamship New York, Ludwig, from Bremen via Havana, to E F Stockmeyer—1st d 4
Brig Rosa, Roig, 14 days from Matanzas, to Puig Brothers—2d district
Bark Egeria, Starrett, 20 days from Philadelphia, to George A Fosdick & Co—1st district
Brig Chanito, Gelpi, 15 days from Matanzas, to Puig Brothers—2d district
Schooner Maggie A Fisk, Nixon, 19 days from New York, to Geo A Fosdick &co—

TOWBOATS.

Calhoun, Brown, from the Passes—Towed down ships Bella Juana and Nimbus and barks India and Isabel; brought up bark Mystic Tie, bris Rosa and schooners M A Franklin and Skylark
Philip, Caldwell, from the Passes—Towed down ship St Louis; brought up bark Egeria, brig Chanito and schooner Maggie A Fisk

STEAMBOATS.

Virginia, Schultz, from Louisville.
D. L. Tally, Smith, from Shreveport.
Wade Hampton, Libano, from Fort Adams.
Jennie Howell, Trepagnier, from Lafourche.
La Belle, Dugas, from Donaldsonville.
Louise, Hopkins, from Mobile.
Ruth, Burton, from Wheeling.
Bertha, Hodges, from Shreveport.
Wild Wagoner, Goddin, from Natchez.
Flora, Naples, from Atchafalaya river.

BELOW COMING UP.

Schooner Tampico, Lombard, 3 days from Rockport, Texas, to E Pillsbury—

EXPORTS.

NEW YORK—Steamship Sherman—1119 bales cotton 800 bbls molasses 200 bales skins
ST LOUIS—Steamer Bismarck—1062 bars railroad iron
NEW YORK—Steamship St Louis—1343 bales cotton 5 bales wool 1357 bbls molasses 54 hhds sugar 240 bdls hides 494 sks cotton seed $71,045 in specie
BREMEN—Ship Wallace—3370 bales cotton 2700 staves
LIVERPOOL—Ship Charles Davenport—3022 bales cotton 1675 sks oilcake 3645 staves
LIVERPOOL—Ship F N Thayer—2242 bales cotton 1533 staves 805 sks oilcake
LIVERPOOL—Ship D W Chapman—3052 bales cotton 2400 staves
LIVERPOOL—Ship Montreal—2209 bales cotton 1200 staves
PENSACOLA—Schooner G L Sommers—700 sks of corn 20 bbls flour 12 bbls pork 3 half-bxs tobacco 10 kegs nails 1 keg lard 25 bxs mdse

IMPORTS.

MOBILE—Steamer Louise—513 bales cotton and sundries
MATANZAS—Steamship Lord Lovell—600 bales cotton 1252 staves 39 bbls copper
LIVERPOOL—Steamship Alice—Asstd mdse
PHILADELPHIA—Bark Egeria—Asstd mdse
HAVANA—Steamship Juniata—399 bxs tobacco 16 hhds mdse 17 bxs mdse 23 cases cigars 2 cases tobacco 61 pkgs mdse and sundries
BREMEN—Steamship New York—826 bdls iron ties 15 cases mdse 22 cks wine 77 pkgs firsh 726 pigs iron and sundries
NEW YORK—Schooner Skylark—Asstd mdse

RECEIPTS OF PRODUCE.

SHREVEPORT—Steamer D L Tally—1024 bales cotton and sundries
FORT ADAMS—Steamer Wade Hampton—1306 bales cotton 84 hhds sugar 199 sks seed cotton 237 sks cotton seed 196 bbls molasses and sundries
LAFOURCHE—Steamer Jennie Howell—171 bbls molasses 52 hhds sugar and sundries
DONALDSONVILLE—Steamer La Belle—116 hhds sugar 273 bbls molasses 17 half-bbls molasses and sundries
WHEELING—Steamer Ruth—1945 sks corn 145 sks oats 14 bales cotton and sundries
LOUISVILLE—Steamer Virginia—131 bales cotton 5 hhds tobacco 1704 bbls flour 130 tcs lard and sundry produce
SHREVEPORT—Steamer Bertha—226 bales cotton 5 hhds sugar 4 bbls molasses 23 half-bbls molasses and sundries
NATCHEZ—Steamer Wild Wagoner—906 bales of cotton 53 sks seed cotton 716 sks cotton seed 75 bbls molasses and sundries
ATCHAFALAYA RIVER—Steamer Flora—4000 sks cotton seed

BY THE RAILROADS.

NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILROAD, November 26:—40 bales cotton 67 hhds sugar 270 bbls molasses 24 half-bbls molasses 17 sks seed cotton and sundry produce.
MORGAN'S LOUISIANA AND TEXAS RAILROAD, November 26—40 bales cotton 270 bbls molasses 17 sks seed cotton 87 hhds sugar and sundries

PASSENGERS.

Per steamship Juniata—From Philadelphia—Mrs P F Hoxie, Mrs Reuckendorff and two sons, Miss Sophia Fouke, Miss M A Gout, Miss Mary Costello, Miss J M Laithacal, J C Hawkins, W C McKenzie, Edward Hammond, J Delancy. From Havana—Miss Annie Hood, Miss Louisa C de Bayas, Edward W Benson, J San Felix, M de Haro, James Magi, R B Alsina, M Vega.

LEGAL NOTICES.

MONITION.

STATE OF LOUISIANA, SECOND DISTRICT COURT FOR THE PARISH OF ORLEANS.

THE STATE OF LOUISIANA, TO ALL WHOM these presents shall come greeting: Whereas Thomas Egan having purchased at a sale made by Washington I. Hodgson, auctioneer, on the fifteenth (15) day of October, 1870, the property herein described, has applied to the Judge of this Court, for a monition or advertisement in conformity to sections two thousand three hundred and seventy to two thousand three hundred and eighty of act No. 96 of the session acts of 1870.

Now, therefore, know ye, and all persons herein, are hereby cited and admonished in the name of the State of Louisiana, and of the Second District Court for the parish of Orleans, who can set up any right, title or claim in and to the property hereinafter described, in consequence of any informality in the order, decree or judgment of the court under which the sale was made or any irregularity or illegality in the appraisements and advertisements, in time, or manner of sale, or for any other defect whatsoever, to show cause, within thirty days from the day this monition is first inserted in the public papers, why the sale so made should not be confirmed and homologated.

The said property was sold by the auctioneer aforesaid, by virtue of a decree of this court, rendered on the ninth (9) of September, 1870, in the matter of the succession of Thomas Murray, No. 23,913 of the docket of said court and act of sale thereof, passed before W. J. Castell, notary public, on the nineteenth day of November, 1870, which act of sale was registered in this court on the twenty-fifth day of November, 1870. The said sale was made to the said Thomas Egan for the sum of ten thousand four hundred and fifty dollars ($10,450).

Description of the property as given in the judicial conveyance, viz:

Two certain lots of ground situate, lying and being in the First District of this city, in the square bounded by Erato, Tiadia, Dryades and Rampart (late Hercules) streets, designated by Nos. 9 and 10 in the square No. 2; said lots measure each thirty-two feet front on Rampart street by a depth of one hundred and twenty-seven feet ten inches and five lines, between parallel lines; lot No. 9 forming the corner of Erato and Rampart streets, all American measure, according to a plan made by Louis H. Pilie, surveyor, dated September twenty-third, 1870, a true sketch of which plan is hereto annexed for reference; together with all the buildings and improvements thereon, rights, ways and advantages thereunto belonging or in any wise appertaining, (the buildings and improvements comprising a double tenement two-story slate roof brick residence, known as Nos. 403 and 405 Rampart street, cistern, hydrant, etc., on lot No. 10, and a two-story slate roof carpenter's shop with a one-story frame slate roof house on the front, used as an office, on lot No. 9, being the same property which (the said) Mrs. Eliza Murray acquired by purchase from Thomas Murray, Jr., by act passed before W. J. Castell, notary, on the eleventh day of October, 1869.

L. S. DUVIGNEAUD, Judge.

Clerk's Office, Second District Court for the parish of Orleans, November 26, 1870.

M. O. TRACY, Clerk.

no27 dec10 24

WANTED.

AGENTS WANTED.—($225 A MONTH)—BY the American Knitting Machine Company, Boston, Massachusetts, or St. Louis, Missouri.

WANTED—AGENTS ($20 PER DAY)—TO SELL the celebrated Home Shuttle Sewing Machine. Has the under-feed, makes the "lock-stitch" (alike on both sides) and is fully licensed. The best and cheapest Family Sewing Machine in the market. Address Johnson, Clark & Co., Boston, Massachusetts, Pittsburg, Pennsylvania, Chicago, Illinois, or St. Louis, Missouri. no8 1m

AGENTS WANTED IN ALL PARTS OF THE United States, to sell L. V. Deforest & Co.'s

Aluminum Gold Jewelry.

Agents are making $200 to $300 per week selling the Aluminum Jewelry. The best imitation of gold ever introduced. It has the exact color, which it always retains, and stands the test of the strongest acids. No one can tell it from gold only by weight, the Aluminum Gold being about one-tenth lighter. L. V. Deforest & Co. are selling their goods for one-tenth the price gold jewelry is sold for, and on most liberal terms to agents; one-quarter cash, balance in thirty, sixty and ninety days. We send persons wishing to act as agents a full and complete assortment of goods, consisting of Seals, Bracelets, Lockets, Ladies and Gents' Chains, Pins, Rings, Sleeve Buttons, Studs, etc., for $100—$25 to be paid when the goods are received, the other $75 in thirty, sixty and ninety days. Parties wishing to order goods and act as agents will address

L. V. DEFOREST & CO.,
40 and 42 Broadway, New York.

RAILROADS.

SPECIAL NOTICE.

St. Louis, Iron Mountain and Southern Railroad.

THE ONLY ALL RAIL ROUTE

To St. Louis, Chicago, Omaha, San Francisco, St. Paul, Kansas City, Leavenworth, St. Joseph,

And all Points North, East and West.

TWO EXPRESS TRAINS leave the New Orleans, Jackson and Great Northern Railroad Depot daily, at 7 A. M. and 5 P. M.

AN EXPRESS TRAIN leaves the foot of Canal street daily at 8 A. M., via the New Orleans, Mobile and Chattanooga Railroad, making close connections at Mobile with the Mobile and Ohio Railroad to all points North, East and West.

For tickets apply to

A. D. SHELDON,
Ticket Agent New Orleans, Jackson and Great Northern Railroad, corner Camp and Common streets, under City Hotel; or to

W. BRIDELL,
Ticket Agent New Orleans, Mobile and Chattanooga Railroad, No. 150 Common street, under St. Charles Hotel.

J. H. WINGFIELD,
General Superintending Agent St. Louis, Iron Mountain and Southern Railroad. no24

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 11:20 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, 28 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. Express Train runs Daily,
(SUNDAYS EXCEPTED.)

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 Mail Train leaves New Orleans Daily, at 5 P. M.

Makes schedule 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 to Humboldt, Tennessee, Cleveland, Tennessee, and Louisville, Kentucky.

Express Train South arrives at 1:30 A. M.
Mail Train South arrives at 11:05 A. M.
Ticket office, Galveston, Iron Building.
Ticket Offices, New Orleans, under City Hotel, Corner Camp and Common streets, and at Depot.

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

LOTTERIES.

DRAWING OF THE LOUISIANA STATE LOTTERY FOR NO